

LODI BOWLS 'EM OVER

Biggest news of last Sunday's Stockton M.C. scrambles at Lodi Bowl was the double defeat of Modesto champion Ray Huff.

After showing the way home to the 650cc experts in his heat, Huff was expected to win the final by his customary long margin. Instead, he finished dead last. Obviously District 36's #1 plate rider wasn't trying.

Perhaps Huff was disgruntled

about being sent to the second row for the start of the 250cc Expert Main. In this he finished second to Roger Goldthwarth, by about the same distance as his starting handicap. The Lodi Bowl track, owned by the Lodi M.C., is a narrow groove scrambles course with a sudden bump in the middle. This launching ramp bounces the riders up, then deposits them on the ground again with a clang. Maybe a little more grader work is called for there.

Ray Rice with his twin BSA led the big bikes home after taking over midway from J. Jorgenson, a local dealer, riding the fastest Royal Enfield north of Ascot. Nearly all the

(Continued on page 4)

SMITH, PRICE, BOWERS EXCEL IN DESERT

Report and Photos by Larry Haley

It was a hot, dusty day on the desert as the different classes of riders began to gather for the Coachella Valley M.C. European Scrambles. The course was well laid out, the start was choppy and full of rocks, but everyone overlooked this because we all know Coachella Valley doesn't have the best desert in California. To lay out a course, they used a lot of old Jeep trails which made it fast after you got on course—One sandy uphill and one swinging downhill, hog-back ridges, then into a sandwash that was fourth gear all the way into the pits, which were pretty powdery and dusty for everyone except the leader.

This is the second time this year that Coachella Valley M.C. has held their run up on the Mecca Road. This seems to be the ideal area for Indio, as it is mostly desert and not so much sand and hidden rocks. With 130 riders sweltering in 110 degrees of heat, it got to be pretty hot riding, but there was a comfortable breeze that helped between races.

Results were incomplete at presstime, the 250 Expert class was won by Malcolm Smith (Husqvarna) ahead of CZ-mounted Phil Bowers. The Open Expert class winner was Reed Price, (Triumph) with Walt Axthelm (360 CZ) running second, and taking 500 Expert honors as well.

After the run everyone went into town for a tasty buffet dinner, followed by a trophy presentation which topped off a wonderful day on the desert.

TRAIL BIKE REPORT

By Vonna Haley

The course was pretty rough on the small bikes. There was a big hill and the trail machines had a tough time getting to the top because of the rocks and sand.

The start was real bad for some of the riders. A lot of them weren't ready when the banner was dropped. Two of the riders were still in the pits getting their gear on when everyone left. They asked if there would be a restart and when told there wouldn't be, they went on to finish, one lap behind everyone else.

Earl Roeseler (Zundapp) was the first trail bike to finish. Frank Morgan came in first, but he realized he had made a mistake on the first loop and cut course unintentionally. He did go on and finish, but disqualified himself after the run, and told the club members what had happened. The attitude of the riders was to let Frank have the win because of his good sportsmanship, but the club decided the two riders could re-run the course for a half-hour to eliminate if they wanted to. Frank was all for it but Earl was against it. He said (quote) "I'm no one's fool."

The first girl in was Jan Ditson, finishing seventh overall. Rose Martino was having bike troubles again. The air cleaner on her bike wasn't working properly and sand was getting to the carburetor and fouling plugs. But she did finish ninth overall.

Though Reed Price was riding in the trail bike class on his wife's bike, he didn't do as well as he does on his Triumph. He finished fifth overall. Second to finish was Jack Morgan (who's taking it easy), and third in was Steve Hedgecoth.

N. Cal. AMA Short Track

Well known cycle racing promoter J. C. Agajanian and George Acree announced this week that they will be bringing weekly night cycle racing into Vallejo Speedway starting Friday night, June 3rd. The new, short, one-fifth-mile oval will be open to all AMA Novice, Amateur and Expert licensed riders on 250cc machines and under.

Pits will open on June 3rd at 5:30 p.m. Time trials will go at 7:00 p.m. with the first race going every Friday night at 8:30 p.m.



Steve Hurd and Mike Patrick blast up Coachella Valley rise.



Buddy Parriott, big 500cc winner at inaugural Riverside race.

CYCLE NEWS

15¢

Yorty Endorses Cycle Parks

Los Angeles Mayor Sam Yorty announced Monday that he recognizes the need to establish a motorcycle educational and recreational area within the City of Los Angeles.

Following a recent conference with officers of the National Trail Riders Association; William Frederickson, Jr., General Manager, Department of Recreation and Parks; and Mel Pierson, member of the Recreation and Parks Commission, the Mayor concurred that the thousands of recreational motorcycle enthusiasts in Los Angeles should be given the same consideration accorded any other sizable group of sports-minded people.

The Mayor emphasized that he was referring to owners of motorcycles, and their families, for whom motorcycling is a positive recreational pursuit by providing pleasure and adventure, and not the relatively small percentage of people whose motorcycling activities have been a nuisance factor.

"There are approximately 350,000 registered motorcycles in the State of California, according to the Department of Motor Vehicles registrations, and some 600,000 enthusiasts, according to manufacturers' surveys," the Mayor pointed out, adding that "the majority of these vehicles are located in Southern California, and Los Angeles is the 'hub of motorcycling activity.'"

"The people who ride motorcycles come from every walk of life: doctors, lawyers, bankers, engineers, writers, film industry, clerks, mechanics, construction workers, educators, and others, with this fine recreational activity appealing to people of all ages, and even work-

ing its way into the feminine world," Mayor Yorty said.

The Mayor emphasized the need for an educational and recreational area in Southern California as the rapid growth of the sport has exceeded any existing facilities. He said that desert areas, which have been used by many riders, have been restricted, and a once vast area for this wholesome activity no longer exists.

"The establishment of such an educational and recreational area will afford many assets to the community, not only encouraging riders to use established riding areas, but also encouraging beginning riders to go to a training area where they can be assisted by experienced people," Mayor Yorty said.

The National Trail Riders Association was represented at the conference by Roy Ruddock, President; Pete De Puis, Secretary, and Gordon Dreyer, Treasurer. These men will meet with members of the Recreation and Parks Commission to study the matter and to set forth rules and regulations for the safety and convenience of both cyclists and other citizens of the community.

"Because there has remained a definite void in the development of trailing areas for the large numbers of motorcyclists in our recreational system, a regulated and programmed riding area that can be utilized by the many enthusiasts, would be a boon, not only to this group of people, but to all citizens," the Mayor concluded.

A.C.A. AT RIVERSIDE

By George B. Maness

The elite of California's A.C.A. road racers met last Sunday at Riverside International Raceway. The extremely successful event was promoted by Les Richter, Director of the Raceway, and organized by the American Cycle Association under the auspices of the F.I.M. (Federation Internationale Motorcycliste) through the A.C.A.'s affiliation with the Motorcycle International Committee of the United States (MICUS), our representative in the F.I.M.

4,325 enthusiasts turned out in near-ideal weather to watch 123 serious racers put on a show for Baron Von Essen of Sweden, Vice President of the F.I.M., who was here at the request (and expense) of the A.C.A. and Les Richter to observe and evaluate the track, A.C.A. organization, and the caliber of our riders.

The Baron will report his findings to the F.I.M. which will determine at its annual meeting later this year whether or not the A.C.A.—Riverside combination is qualified to run an international championship race.

The pleasant but dignified Baron told Cycle News after the races that he was very impressed by what he had seen and that although the decision was not his to make, he could

see no reason for Riverside to be denied the F.I.M.'s approval. He hinted that his report would recommend a place be given on the championship calendar as soon as an open (and convenient) date could be found.

The pit area was enough to drive the lover of wild machinery into a frenzy. With 123 entries, one would expect quite a variety and that's just what showed up. From an oldish

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CYCLE NEWS

return to:

POSTMASTER — If unable to deliver

FRIDAY, MAY 27th.

SCRAMBLES - Fresno M.C. Night Scrambles at Fresno.

TT STEEPLECHASE - A.M.A. Class C, Graham Speedway at Tacoma, Wash. Night race.

SATURDAY, MAY 28th.

SPORTSMAN SHORT TRACK - AMA sanctioned sportsman quarter-mile at Watsonville Speedway. Practice 5:00-6:30 pm, races 7:30 pm. All classes, admission \$1.50, kids under 12 free, 3-foot trophies.

SAT. & SUN., MAY 28-29th.

ROAD RUN-3rd Annual McFarland Run by Pacific Coast M.C. Call (213) 861-1591 for info.

SUNDAY, MAY 29th.

ROAD RACE-L.A. Chapter of the A.F.M. "Memorial G.P." at Whiteman Stadium. All classes incl. production. Guaranteed \$500 purse for G.P. classes. Pre-entries close May 25; production \$5.00, G.P. \$8.00, \$2.00 more on race day. Whiteman Stadium is at Pierce St. and San Fernando Rd. in Pacoima; Pierce St. is between Van Nuys Blvd. and Osborne. Entries and info., A.F.M., P.O. Box 8352 Universal City, Cal. 91608. Phone 213 762-9875.

TRIALS-So. Calif. Trials Association at Ascot Park, 183rd and Vermont, Gardena. Starting time 10:30 a.m. (Master Rider Bill Landefeld says the traps will be laid out using a unicycle and white cane.)

SCRAMBLES - Silver City Scramblers M.C. at NEW track at base of Sunrise Mt. near Las Vegas, Nev. Take East Vegas Valley Dr. from Nellis Blvd. Start 10:00 a.m., 50cc up. Entry \$3.00, admission 50c.

SCRAMBLES-Richmond Ramblers M.C. club grounds at Point Richmond. AMA sanctioned. All classes, practice 9-11:00 a.m., races start 12:00 Noon. Plenty of trophies, \$1.00 to watch or ride.

POKER RUN-Northern Calif. Motor Maids 1st Annual Run. Starts at Lodi Cycle Bowl, 1425 Morse Road, Lodi, 11:00 a.m., sign up 9:30 a.m. Coffee and donuts at start, \$1.25 entry, approx. 100 mile ride all pavement.

5-MILE NATIONAL - First Natl. Championship AMA event of '66, at Elkhorn, Wisc., half-mile dirt track.

TT SCRAMBLES-Los Padres M.C. at Bay Mare, Dist. 37 point run trophies given at track. From 1000 Oaks (Ventura Fwy.) take Hwy. 23 north to Hwy. 118. Left on 118 across RR tracks, right on race-track road about 1/2-mile past tracks. Small bike practice 9:30 a.m., big bike practice 12:30 p.m.

TT SCRAMBLES - Antelope Ramblers M.C. at Prado Park. Benefit for Ron Nelson. Gate Donation \$1.25, entry fee \$1.00. No trophies for Expert, money donated to Nelson. Little bikes 8:30 a.m. to Noon, Am. & Exp. big bikes Noon to 3:00 p.m., Novice big bikes 3:00 p.m. to

? Entries close 1/2-hour before start. Take Riverside Fwy. to Hwy. 71. Turn off 71 on Euclid toward Ontario. Go approx. 1.8 miles to Pine. Turn right 1.1 miles to Chino-Corona Road, right at market, continue south to track.

LITTLE BIKE RACE-Hi Jinx M.C. 2nd Annual Calico 100-miler, limited to 100cc machines and under. Two-mile course on dry lake bed below Calico Ghost Town, 10 mi. east of Barstow on U.S. 91. Take Ghost Town turnoff, lined from Hart's Restaurant. 10:30 a.m. start, \$3.00 entry, helmets mandatory, 100% prize fund return. For info contact Hi Jinx M.C., 13200 San Antonio Dr., Norwalk.

DOUBLE HARE SCRAMBLES - Prospectors M.C. at El Mirage Dry Lake, lined east from Palmdale Blvd. & Ave. 90 in Palmdale, also west from Adelanto. Two separate courses-lightweight & heavyweight, trail bike. Dist. 37 points. 9:30 a.m. start, entry \$3.25.

SUNDAY-MONDAY MAY 29th and 30th.

SCRAMBLES & SHORT TRACK - Atascadero Ramblers M.C. at Atascadero Speedway. Two-day meet, identical sportsman scrambles programs Sun. and Mon. All classes, sign-up closes 11:00 a.m., first race at noon. Sportsman short track Sun. night, 250cc and under. Practice 7:00 p.m., first race 8:00 p.m. Also road rider trophy awards Overnight available at nearby Atascadero Lake.

MONDAY, MAY 30th.

INDIANAPOLIS TV-Closed circuit TV coverage of 500-mile Memorial Day Classic, at Los Angeles Sports Arena, Figueroa & Santa Barbara Sts. Large 30"x40' screen. Tickets available at Sports Arena, RI 86131; Mutual Ticket Agencies, MA 71248; Agajanian Enterprises, FA 15323.

SCRAMBLES-Gilroy Elks Lodge & South County M.C. 2nd Annual Cerebral Palsy Benefit. At Hall Ranch ("Cycle Hills"), Uvas Rd., Morgan Hill.

TT STEEPLECHASE - Class C AMA day race at Graham Speedway, Tacoma, Wash.

WEDNESDAY, JUNE 1st.

TT STEEPLECHASE-AMA Class C event at Speedway, Inc., Portland, Ore. Night race.

FRIDAY, JUNE 3rd.

TT STEEPLECHASE-AMA Class C night race at Graham Speedway, Tacoma, Wash.

CLASS A SHORT TRACK - Every Friday night starting June 3rd. Vallejo Speedway, Vallejo. AMA-sanctioned. Time trials at 7:00 p.m., first race 8:30. Just across new bridge from San Francisco, 59 miles west of Sacramento.

CALENDAR

SATURDAY, JUNE 4th.

BENEFIT SCRAMBLES - Hayward Speedway. Benefit for retarded children of So. Alameda County. Sign up and practice 5:00-7:00 pm, first race 8:00 pm. AMA sportsman sanction.

POKER RUN - East Bay Wheels M.C. 1st Annual AMA-sanctioned run, starts from Doggie Diner, San Pablo & W. MacArthur Blvd., Oakland. Sign up 10:00-11:00 am. Short run, scenic route, beautiful trophies. Entry fee \$1.00.

SCRAMBLES - Fames M.C. at Fremont Drag Strip, AMA sportsman sanction. Practice 9:00-11:00 am., race at Noon. Trophies all classes, \$1.50 ride or watch.

POKER RUN - Sonora Pass M.C. in Sonora. 7th Annual Valley Council run, all blacktop lined for approx. 100 miles. Sign up 10:00am. at Dave Bird's "Sonora Freeze", on Hwy 108 west of City Limits. Start at 11:00 am. Trophies to 1-2-3 and man miles. Food at finish, \$1.00 entry fee.

TT STEEPLECHASE-AMA Class C night race at Castle Rock Fairgrounds, Castle Rock, Wash.

SCRAMBLES - Sponsored by Boy Scout Explorer Post 305 at Madera County Fairgrounds. AMA sportsman program, \$1.00 entry, \$2.00 late entry. Sign up closes 7:00 p.m., practice starts 6:00 p.m., first race 8:15 p.m. Mail entries to Explorer Post 305, 424 So. "A" St., Madera, Calif.

SUNDAY, JUNE 5th.

TT SCRAMBLES - Elsinore. No points. \$1.00 entry. Small bikes 8:30 a.m., big bikes at Noon. Sponsored by track owners.

ROAD RUN-Terrapins M.C. Annual Tortoise & Hare Run. Starts from Floyd Emde Co., 5476 El Cajon Blvd., San Diego. Sign in 8:30 till 10:00 a.m., post entries \$2.00. Mail entries \$1.50, no later than May 31. Mail to Terrapins M.C., 3211 39th St., San Diego, Calif. 92105. Trophies and dinner.

SCRAMBLES - Oilers M.C. to be held at their new track, Imperial Beach just south of San Diego, lined from Imp. Beach/Coronado turnoff. Palm Ave. to 17th St., left to track. Practice 9:00 am., first race at Noon. Refreshments.

MOTO-CROSS - A.C.A. at Irvine-Entries close at 10:30 a.m. All classes.

SAT. & SUN., JUNE 11-12

ROAD RUN - 11th Annual High Sierra Run by Ace of Clubs M.C. Call (213) 964-2450 for information

SUNDAY, JUNE 12th.

ROAD RACING - AFM No. Calif. chapter at Cotati. All classes including production race. Prize

money for top three, free entry if traveling 200 miles or more. On Hwy. 101 40 miles north of San Francisco.

HARE AND HOUND - Vegas Valley M.C., lined from front of the Showboat Hotel on Boulder Hwy. Start 8:30 am., entry fee \$3.00 AMA-sanctioned, all riders welcome.

SCRAMBLES - Hi Boots M.C. at Dehesa. From Hwy 101 take Hwy. 80 east through El Cajon. Off Fwy. on 2nd St., south to Jamacha St. Follow Singing Hills signs past country club to Dehesa Rd., then into Harbison Canyon. Lime starts at Dehesa.

SUNDAY, JUNE 18th.

ROAD RACE-AMA Class C event at Carlsbad Raceway, 40% purse. Pit gate opens 8:00 a.m., closes PROMPTLY at 11:00 a.m. First race 1:00 p.m. Classes: Novice event, Am./Exp. Lightweight, Big Bike. A.M.A. competition license required.

WEEKLY

EVERY WEDNESDAY NIGHT

A.C.A. SHORT TRACK- Orange county Speedway. Pit gate open at 6:00 p.m. First event at 8:00 p.m. 50, 100 & 250cc Classes. Track is located off the San Diego Fwy south of Tustin, across from El Toro Air Station.

EVERY FRIDAY NIGHT

HALF-MILE FLAT TRACK-Ascot Park, 183rd and Vermont in Gardena. Time Trials 7:00 p.m. First race 8:15 p.m.

EVERY SATURDAY NIGHT

SPORTSMAN SHORT TRACK - Valley M.C. at Cycle Land Speedway, 14 miles south of Chico on Hwy. 99-E and Gage Shippee Rd. Pit gate closes 8:00 p.m. Races start 8:30 p.m. Contact Dick Mc Afee, 6633 Penty Rd., Paradise, Calif. for more info.

SATURDAYS

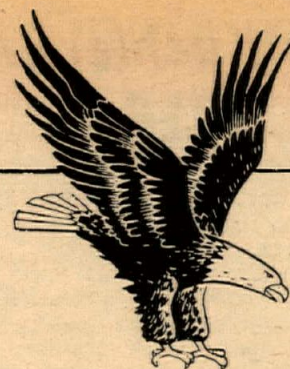
DRAG RACE-Irwindale Raceway. 1:00 p.m. on Saturdays. Trophies, plus cash bonuses for street, fuel and gas classes. Take San Bernardino Fwy. east to Orange, North on Orange which becomes Irwindale Ave., to Raceway.

SUNDAYS

FRESNO DRAGWAY - Drag racing every second Sunday. Next meet May 29th. Gates open at 7:00 a.m.

SATURDAYS & SUNDAYS

DRAG RACING - Lions Drag Strip 1:00 p.m. on Saturdays. 9:00 a.m. on Sundays. Trophies and E.T. Brackets, plus special purse of \$250 every 4th Sunday. Strip is located at 223rd Street, south of Alameda.



CYCLE NEWS

(the Voice of California)

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COMPLETE GREENHORN REPORT NEXT WEEK

MEET THE RACERS



Mert Lawwill, #18

By Jack Byrd

This week I want you to meet a rider who is unique among the riders. First of all, he commutes each week to Gardena from San Francisco, and second, he depends on his racing abilities for his livelihood. Of course, I am speaking of National #18, Mert Lawwill.

Mert was born and raised in Idaho, but has been in California since 1962. He has been actively engaged in the business of racing for five years.

Mert is a great all-around competitor—he rides TT's and road races as well as flat track events. When he is on the track, he is all business. He has a definite look of determination in his eye. When the flag is dropped at the start of a race, you'll nearly always find him at the head

of the pack on his Dud Perkins-sponsored Harley-Davidson.

Mert is not married, and his first national win came last year -- he was 1965 20-mile dirt track champ, taking the title in Sacramento. He lists sports as his other interest, with football in particular.

We were very impressed with Mert when we met him. We found him to be most likeable and easy to talk with. The week before the interview, he swept the field at Ascot, taking first place in his heat race, the trophy dash and the expert main! We believe that Mert has a definite goal in mind, so keep watching him—we're sure he will attain that goal.

Voice of Cal.

Let's Hear Both Sides

Ever since the new AMA ruling stating that professional Amateur and Expert riders cannot ride sportsman events, there have been many bitter things said against the new ruling, including last week's very biased article by Maureen Lee.

It is only fair that both sides of the story be heard. There are some very good reasons behind the rule change which haven't been brought to the attention of the professional riders and these scrambling editors.

The man who can best explain the reasons behind the rule change is M.R.I. President Neil Keen. I suggest you interview Mr. Keen and let both sides be heard. I'm sure Mr. Keen will cooperate with you completely.

PHIL TODD
Oxnard, Calif.

EDITOR-Next week—the other side of the story.

Wider "Wide World" Coverage

I have just seen the National TT on "Wide World of Sports." First let me say that the color was good. Second, I do not want to take anything away from the Experts for the ride and show they put on. I know they had nothing to do with the filming. But I think the Wide World of Sports should have shown more. What happened to the Amateurs and lightweights? I'm sure that all who rode the TT (I also rode) were disappointed when all they showed was the 500cc and Open Experts. I think they could at least put more on film for one hour. The same thing happened when they were at Perris in '63.

TONY BUGARIN
Los Angeles, Calif.

NATIONAL OBSERVER DIGS US

Progress in Public Relations

Recently Cycle News had the pleasure of entertaining Mr. Jim Bryant, a reporter from the National Observer newspaper which is published weekly by Dow Jones, Inc., the same firm that publishes the Wall Street Journal daily. As a guest on one of our frequent fun rides, Mr. Bryant accompanied Cycle News and others to Ensenada, B.C. via motorcycles. His report of the experience, and his accompanying survey of the 2-wheel phenomenon in America makes good reading in this week's National Observer, dated Monday, May 23, 1966. But don't try to find a copy for sale in Long Beach. We bought 'em all.

P. R. Suggestions

Everyone is doing a lot of talking about improving the public image of motorcyclists, but talk is about as far as anyone gets, including myself. However, I have a suggestion that, with your help, may produce some favorable results.

The trend nowadays seems to be to have a movie or television star speak a message or commercial a person wants to get across to the public, and this method seems to work. So why can't we do the same thing? There are many motorcyclists in the entertainment medium. Keenan Wynn, Lee Marvin, Steve McQueen, Ken Osmond, Jerry Van Dyke, just to name a few.

Why couldn't we get some of these stars and some of the other riders on some sort of a TV program, possibly an interview type of show or perhaps we could even swing a special of some kind? The one-percenters did awhile back, but, of course, they had a sponsor. I know the riders would gladly donate their time and maybe some of the stars would also.

As far as the cost of the program, you could ask through your paper for contributions from riders for this purpose, maybe the R.R.C. could set up a ride to raise funds, and maybe even some of the clubs could donate a little out of the very small, if any, profits they make on their runs. Let these club members and other road riders appear on the show wearing their uniforms so the public can see how some of the other 99% dress. This would look great on color TV. If possible, show some of the motorcycles and the equipment, (such as safety equipment) that they carry. At least show pictures. Maybe even film clips of some of the runs and even some police officers could help verify that we are not all bad.

JOHN A. LINDSTROM
Montclair, Calif.

EDITOR - The idea has merit. Cycle News will contribute the final \$100. needed to put the series on the air.

Lin Kuchler, AMA Executive Secretary To Join NASCAR On July 1st₃

Daytona Beach—May 17, 1966—L. A. "Lin" Kuchler, Executive Secretary of the American Motorcycle Association and the Motorcycle, Scooter and Allied Trades Association, has been named Executive Manager of the National Association For Stock Car Auto Racing (NASCAR). The announcement was made on May 17 in Daytona Beach, Florida, by NASCAR President Bill France who called Kuchler "one of the most able men in motor sports."

"We are indeed fortunate," France said, "to secure the services of a man with the experience and knowledge of Lin Kuchler, a man who has devoted his life to motor sports competition. Under Lin's leadership, the sport of motorcycle racing has grown tremendously in the number of members, contestants, events and in prestige."

Kuchler will assume his new duties on July 1.

The position of NASCAR Executive Manager was left vacant with the death in April of Pat Purcelle, a pioneer in automobile racing who served in this capacity with NASCAR for 14 years.

Kuchler, a native of Milwaukee who now lives in Columbus, Ohio, has been associated with motorcycle racing for more than 30 years. The AMA organizes and provides guidance for the activities of more than 1500 clubs with total membership in excess of 80,000. The AMA sanctions approximately 4,000 Amateur and Professional motorcycle events each year.

"I leave the AMA," Kuchler said, "with some regret



Lin Kuchler

after 30 years in the motorcycle business. On the other hand I am looking forward to joining NASCAR. I am going from the largest motorcycle association in the world to the largest automobile racing association in the world.

Kuchler, a graduate of Milwaukee West Division High School, studied business administration at the University of Miami. He served as a bombardier for 2½ years during World War II.

Before joining the AMA in 1955, he was a Harley-Davidson dealer in Ann Arbor, Mich.

As NASCAR executive manager Kuchler will serve in the dual role as Director of Competition, scheduling events and sanctioning tracks.

The AMA has not named a successor to Kuchler but hopes to do so in the near future.

"Although we are naturally sorry to lose Lin Kuchler," William E. Kennedy, President of the AMA said, "I am sure I speak for everyone connected with motorcycling when I say that we wish him every success in his new assignment."

"NASCAR is without a doubt obtaining the services of one of the most knowledgeable and talented executives in the automotive field."

Kuchler and his wife, Lorry, have three children, Lorelyn, Judy and Lin. The Kuchlers will make their home in Daytona Beach.

A MOTORCYCLE JOURNAL

The continuing cross-country adventures of journalist/racers Jim Nicholson and Marty MacDonald. In Oklahoma City, Jim takes over the writing chores:

May 2, 1963 - Thursday

ANOTHER DAY

It rained today, so of course I didn't get to work. I just stayed at Jim's house

reading a book. I also taught myself all the states and capitols of the United States in our map. Mark came home late. He said he went to Gene's house, the guy who runs the scooter shop. We went to see some movies at a friend of Gene's house.

May 3, 1963 - Friday

PAYDAY

I went to work as did Mark. Today Jim, I and another guy worked at a new house while Pete worked at the old place. It was almost fun. Today is payday. I only got forty dollars.

Mark went to the stock car races with Gene and I went to the races with Jim and Billy. After the races we went to a restaurant and Jimmy bought all of us

dinners. We got home about 12:30, Mark staggered in about 2:00.

May 4, 1963 - Saturday

GRANDMA

Mark went to the shop, or both of us did. Mark was a half-hour late. We ran out of gas about a block from a gas station. We pushed it the rest of the way. About 3:00 Mark got to work on his bike. I finished setting up a Honda because there was nothing else to do. Gene finished putting together a Honda fifty which he is going to let Mark race tomorrow. Six o'clock rolled by and Mark and Gene weren't finished with the bikes. Gene had a date so he had to close up the shop and finish tomorrow morning.

Mark and I went to Jim's house. By the way I guess it isn't really Jim's house, it is his mother's. She has lived here for forty years. She is one of the nicest ladies I have ever known. She is pretty old but has a real kind disposition and a great sense of humor. Mark and I have said that if we were rich we would buy her anything she wanted.

(Continued Next Week)



PRADO PARK -- NOMADS TT SCRAMBLES May 22, 1966
#1 OVERALL -- SWEETSTAKES RACE
#1 OPEN EXPERT EVENT



**BILL RILEY IS
Number**



...So is

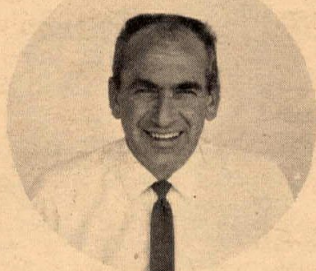
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LODI from page 1

racers were thrillingly close, including the Powder Puff. "Go Debbie" was the cry, and Debbie did go.

Biggest turnout was in the under 250cc classes. Mick Zustiak led a Bultaco parade in the Main Events with the 200 Novice win, Roger Goldthwarth the 250 Expert, Art Zimmer 250 Amateur, Mike Pierce in the 250 Novice class and George Roderick first 125 Novice.

Jim Sakoda, riding a 175cc Ossa, took the 200 Amateur main and Roger Smart, on a Suzuki, fought hard with Bob Knusen all the way for the 50-125 combined Amateur/Expert honors.

In the popular 60cc Novice class, Michael VanLinden on a Honda barely outdistanced Dennis Huff, who was riding the fast new Riverside 50 sold by Montgomery Ward.

And Casey Bennett neatly shut the gate on James Braghetta to take the 90cc novice win—over the jump, of all places—on the final lap.

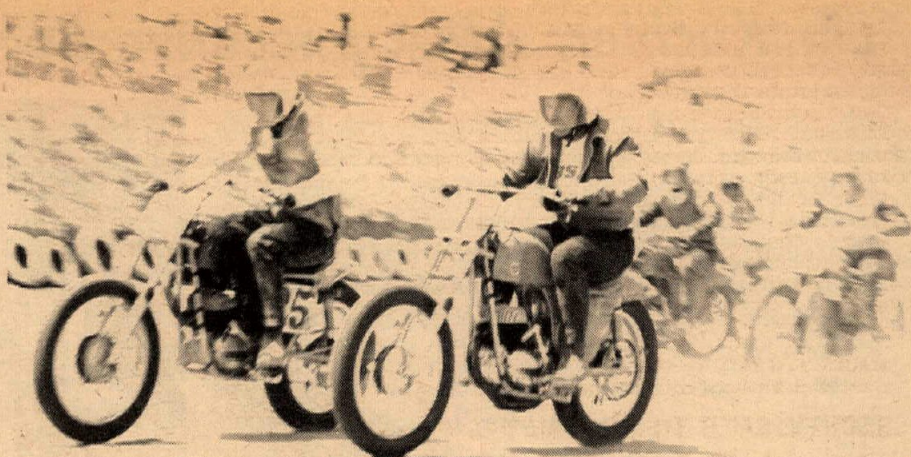
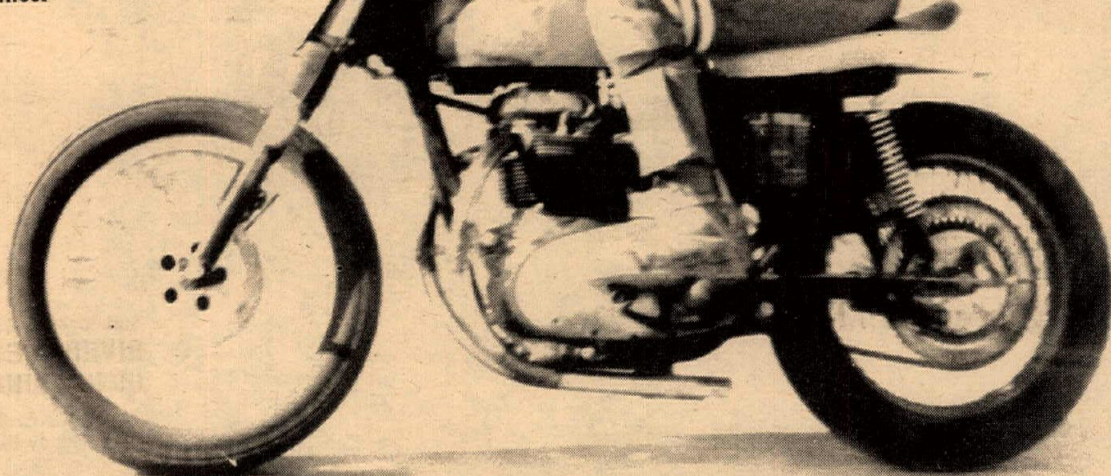
A total of 220 scramblers, including four girls, competed to the delight of the jam-packed grandstands. Next event at Lodi Bowl will be the night scrambles starting Friday, June 17.

(Results on page 12)

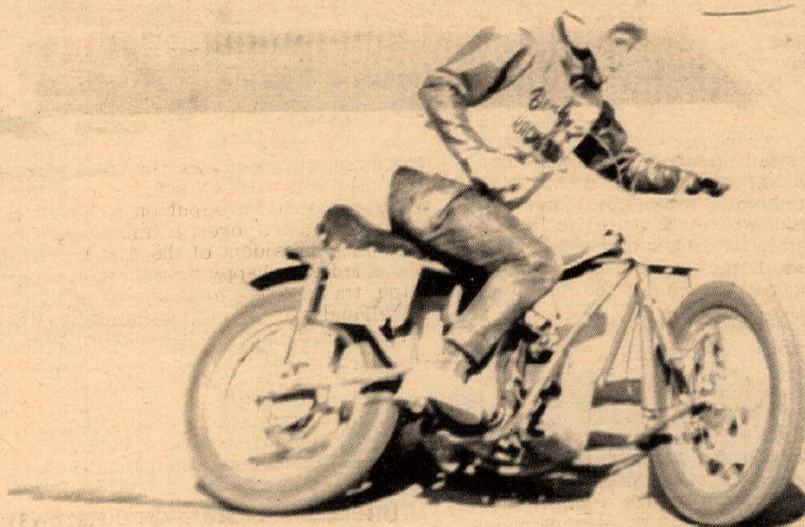


Racers were wary of downhill turn.

Stockton M.C. Open Expert winner, Ray Rice.



Ray Huff (#1) started from back row and finished this close in 250 Expert.



Double-engined 200cc VanTech ran with 250s.

Photos by Chuck Clayton

MORE RACEWAYS TO OPEN

By George B. Maness

Southern California has, for more years than most of us can remember, been America's Motorcycle Mecca. The racing fan here has been privileged to witness more and finer racing than can be found in any other part of the country.

Carrell Speedway, Gardena Stadium, Ascot Park—all have been showcases for the biggest names in motorcycling. It seems, at times, almost too good. At Ascot Park it is not unusual to have 200 riders show up for the weekly half-mile events. That is just a bit too much. The boys need someplace else to show their stuff.

No Paper Track

The very thing we need will soon be here. In the city of Irwindale, a small industrial community located in the cluster of small cities east of Los Angeles that includes Azusa, Baldwin Park, Covina, and Monrovia, a brand new oval track is being built. This is not a paper dream. Construction has been

started and the first race should be held toward the end of July.

Will Tice, president of the Soland Corporation that will operate this new racing plant, is a man who had made a business of racing. Many remember the San Gabriel Valley Dragstrip that he ran from 1960 to 1963. That strip was one of the best run and best paying dragstrips in the country at that time.

The San Gabriel Valley Raceway, as the new track will be called, is going to be run in the same way. This means there is going to be a big promotion budget to draw big crowds and make for really big pay-offs. The hard-sell type of advertising did the job for Mr. Tice before and he figures that's the proper way to do things for this operation.

As seen in the plot plan of the new facility, San Gabriel Valley Raceway appears a well thought out racing plant. There is plenty of parking for both spectators and competitors and a large grandstand. The snack bars and restrooms will be large and designed to let fans return to the action in as short a time as possible.

Unfortunately, the main half-mile track will be paved and thus closed to

motorcycles. The inner track, for which one possible shape is shown in the plan, will be dirt and for motorcycles only. Mr. Tice has conferred with Bert Brundage, the AMA's District 37 Referee, and the final design will be made with Bert's help. This should mean that the motorcycle track will be as safe and interesting for the racer and spectator as it can be made.

Only hard-headed, money-hungry professionals are going to be allowed on this track. Mr. Tice intends to run cars of one type or another (no destruction derby or jalopies) every Friday night and motorcycles **each and every Saturday night**. Riders who like only the TT events will be able to ride every week instead of once a month. The "ride-anything" types will get two paydays a week instead of one.

Pity the poor fan though. He's going to have to choose between his loyalty to Ascot, The "Home of the Champions," and the twist, turn, and jump events at the new track. Of course, if you can afford to watch two races a week you've got it made.

ILLUSTRATION COURTESY OF San Gabriel Valley Daily Tribune.

SOUTH GATE TO OPEN MAY 26

The gates of South Gate are open again! Thursday, May 26, will mark the opening of the second season of A.C.A. short track action at South Gate Raceway A.C.A. officials and riders expect 1966 to be even better than last year.

If this prediction comes true, southland racing fans have a real treat in store. The A.C.A. races put on a series of shows here in 1965 that will be

hard to equal, but

they will do it again if anyone can. Those who have not seen this brand of racing should put aside any ideas you may have of what oval racing is like, for there is little resemblance between A.C.A. short track competition and anything you may have seen before.

Instant Action

The action takes place on an eighth-of-a-mile oval track and it seems at times as though there is no straightaway between those beautiful turns. Three sizes of bikes are used (50cc, 100cc, 250cc), and a man may ride in all three classes if he wants to. It's quite a sight sometimes to see a rider finish a 50cc heat and meet his pit crew at the gate, jump from one machine to another and dash out for the line-up of his 100cc heat, finish that one and have only a few minutes to clean his goggles, grab a quick smoke to soothe his nerves and rush his 250cc racer to the line for that heat.

A practice session was held last

Thursday to check out the track condition. Even with no money or points at stake these riders put on a good show. When it was over I talked with Wes Cooley, president of the A.C.A., and he seemed very happy with the condition of the track. The riders were pleased as well and seem anxious to start the weekly meets which will run every Thursday until the end of November.

Spectators are well taken care of here, with a well-run snack bar and clean, modern restrooms. All in all, it would be hard to find a better way to spend the buck-and-a-half that is charged for admission.

Directions to South Gate Raceway

To reach the track by freeway, make your way to the Long Beach Freeway and take Firestone east to Garfield (first signal), then south on Garfield to Southern (one block) and west to the track. The track is one block south of Firestone and one block west of Garfield.

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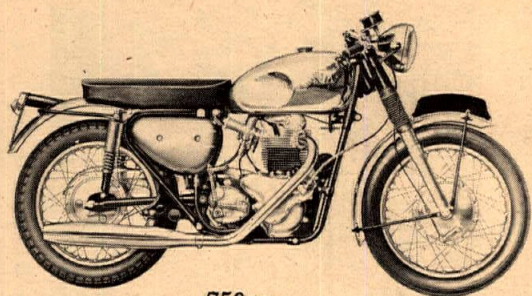
BSA NEW-1965 175cc
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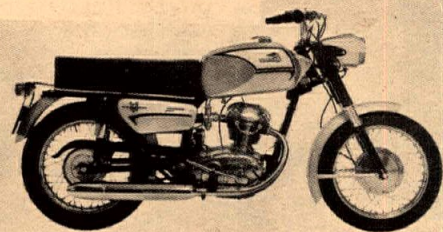
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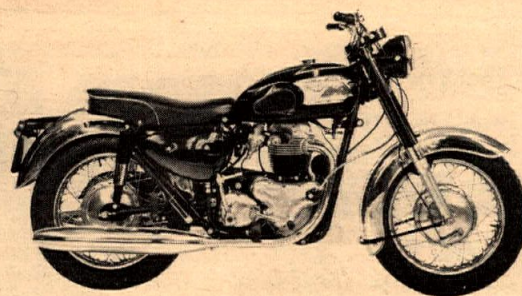
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500cc G.P. Class
1st Buddy Parrott - Norton
2nd Ron Jones - Norton
3rd Don Vesco - Matchless
4th Dave Hetzler - Norton
Open G.P. Class
1st Ron Christie - 750 Norton
175cc
1st Ralph Leclercque - Ducati

Sat. May 21, 1966
IRWINDALE RACEWAY
Top Gas - Moulders and Reese - Norton
E.T. 11.69 - 111.24 mph
"B" Street - Geo. Janovich - Norton
E.T. 12.62 - 106 mph
Sun. May 22, 1966

LIONS DRAG STRIP
"B"/Gas - Moulders and Reese - Norton
E.T. 12.12 - 108.04 mph
Top Street - Geo. Janovich - Norton
E.T. 12.47 - 108.17 mph

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BERLINER

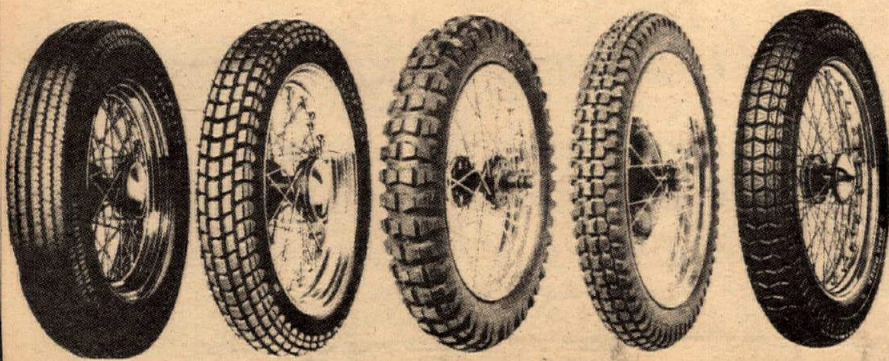
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A Close Race To The Finish

The new and the old met once again Friday night but this time two different faces stole the show and made the race the best expert final this year. First year expert Chris Draayer and veteran Ralph White supplied the action from start to finish.

Dan Haaby took an early lead with White, his teammate, running right alongside. Draayer was off the line in fifth spot with the entire pack running three and four abreast.

Haaby and White were exactly even as they crossed the line to complete lap four with Draayer right behind, in third. The Salt Lake Flyer then moved to second as White took the lead, dropping Haaby all the way back to third.

It was H-D and BSA the rest of the way with Draayer shooting to the front on lap eight. He was unable to shake loose from White and the two rode side by side most of the way to the finish.

Thrilling Finish

Experience paid off for White coming out of the final turn as he shot to the inside when Draayer left just enough daylight to get by. It was White the first man across the line by a matter of feet with every person in the stands up and cheering both riders to the flag.

Point leader Sammy Tanner had his worst night of the year as he was defeated in the heat race by Draayer in a bar-to-bar ride the entire five laps with classy Chris the winner by less than a half a length.

Sammy was out of the trophy dash and in the semi-main event where he could pull no better than fifth against a field of main event riders, anywhere but Ascot. Fifth place was the final transfer to the expert final.

Tanner worked his way up early in the feature but was passed and re-passed again and again by first Dick Hammer and finally Mert Lawwill. Sammy finished a distant fourth, the farthest back this year.

The Gary Bray racing team of White and Haaby gave the fans a show in the Trophy Dash and rode side by side from start to finish with White winning his second trophy of the year.

Elliott Schultz came out of retirement once again but could only pull a fourth place in his heat race behind White, Gene Romero and Pat Gosch. He did not transfer to the semi. He carries #20r this year.

Harris Takes Amateur

Amateur action again found another new face in the winner's circle at the end of the ten-lap final. This week it was Tim Harris who had to win the semi and then come from the back row in the final to take the lead with less than three laps to go. Four different riders led the event before Harris wrapped it up.

Larry Pruett, the novice that everybody has been waiting to catch fire, did just that this time out. Pruett scored three wins in an easy fashion and won the heat, trophy dash and final leading all three wire to wire.

Pruett Fastest Of Year

His heat race time was the fastest this year in the "B" class and he also turned a competition lap in the low 24-second bracket for the fastest

one-time novice trip around the Ascot oval this season.

Pruett had never finished a novice main higher than third until last Friday. Point leader Marty Mac Donald finished second to Pruett in both the dash and final after again winning his heat race. Pruett rode the same Yamaha that was ridden in the Daytona road races by Swede Savage.

(Results on page 12)



Chris Draayer Impressed.

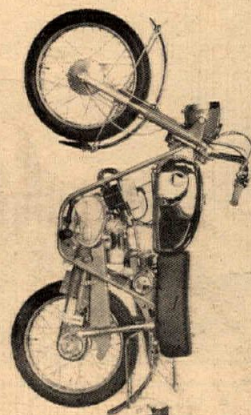


Harris (21) zipped Kruseman (12).



Ralph White pulled a last-lap spectacular to win Ascot Main.

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DRAG RACING

By Bob Ebeling

Drag racing competitors and fans looked with eager anticipation to this weekend for a gathering of the west coast's finest and fastest machinery in a "heads-up", showdown racing program.

Dick Rios brought his "Two Timer" to Lions Drag Strip and succeeded in defeating Perry and Scotty's "Stage Fright," Boris Murray and Jim Cook's "Flustration," and Don Harris' single-engine Triumph for the \$100.00 top fuel bike award.

Don Harris won his class elimination by getting to the finish lights first in a match against Chuck Adams' new 45-inch Triumph. Harris turned 10.77 elapsed time and 134.12 mph. In the showdown for top fuel he defeated your columnist's 450 Honda with an E.T. of 11.09 and speed of 134.21. This gave Don a guarantee of runner-up money and a chance against Dick Rios for more.

When time for a final race was called, both Rios and Harris promptly arrived at the rollers and fired the fuel-drinking monsters, rolled to the starting line and froze when the staging light showed they were in position. Both bikes were run up to maximum rpm and the clutches released in almost simultaneous action but none of the Two Timer's power was wasted, for Dick Rios turned 10.09 E.T. and 148.02 mph to win and even more firmly establish his rating as top bike.

Best Speed And Time

Top elapsed time for Sunday was turned in by Perry and Scotty. In a single run Perry rode the Stage Fright through the lights in the short time of 9.98 seconds.

Jim Cook had been the victim of a red light loss in eliminations and to show that his and Boris' bike would always be a threat when luck wasn't against them, turned a speed of 152.27. Jim and Boris wore T-shirts and jackets that were provided by their sponsor, Foothill Cycle Center. It sure makes for a good looking team.

It's A "Gasser"

Reading the results and believing that Sonny Raslowski had only Richfield gas in the tank is a little hard to take. It is true however, and he can be recognized as the fastest gas bike around. Sonny turned 11.14 and 121.45 on his Harley-Davidson. To him there is one immediate problem and that is to be the first gasser to turn in the 10-second realm.

Hot on the Harley's heels is the Norton of Moulder and Reese. They won top gas at Irwindale turning 11.69 and 111.24, then settled for runner-up money at Lions, when the Norton couldn't adjust to the altitude and humidity change, turning 12.12-108.04.

The Norton performance was almost as fast in the street class. George Jonovich won top street eliminator at Lions, turning 12.47 E.T. and 108.17 mph. The street Norton was equally as strong at Irwindale, but became a victim of the red light and lost the money to Le Roy Wyman's hauling 350 Honda. Honda also took the top fuel bike money at Irwindale when Murray and Cook broke a chain just off the line. Such is the fortune of drag racing!

Records

Most impressive was the new record of Sonny Raslowski's Harley (previously mentioned), but Harley-Davidson can now boast of two. Ed McDonald has led in class eliminations for a long time and now holds the "A" street bike elapsed time record of 11.98.

The smaller bikes also made a mark in the weekend's program. Bill Clark turned in his Chronox tickets and into the book went his name and the brand Honda with an elapsed time of 17.24 and speed of 73.23 as the official Lions Drag Strip "F" street bike record holder.

Editorial

This weekend's racing was a rewarding experience. I profited by learning the names and faces of those willing to promote our sport and inversely those who will not. Mr. C. J. Hart, manager of Lions Drag Strip, will not post these money awards again. Two reasons prevailed in his decision; one was the lack of an increase in the spectator attendance and two, the competitors failed to respond in numbers.

Odd thing about the situation is that the top competitors who did not appear were those who have lamented with tears and shouts that there is never any

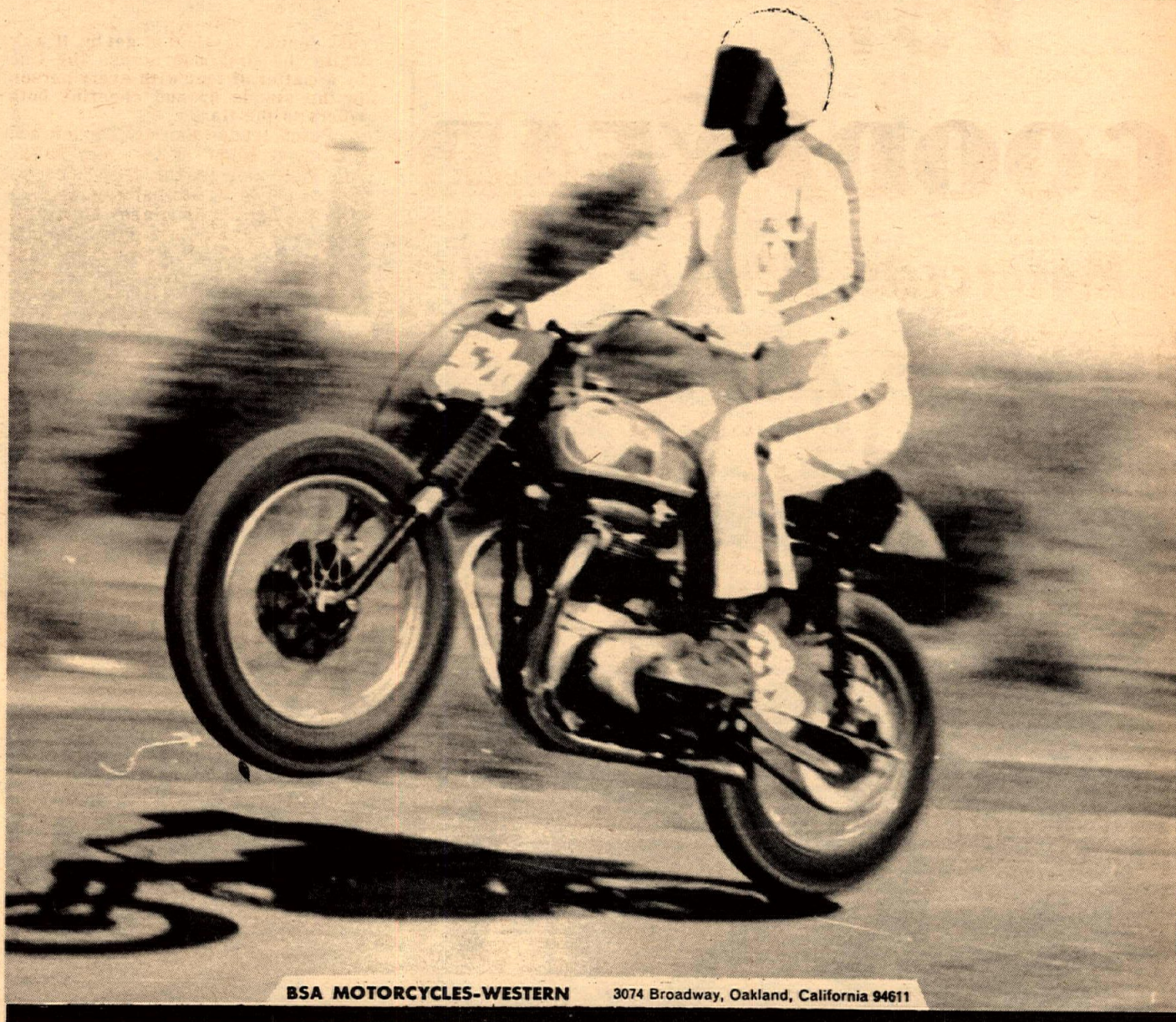
(Continued on page 10)

BSA TWIN

Who's beating the crowd in both track and traffic competition this year? The man on the 1966 BSA twin. At Lodi Bowl May 22, 1966, the Stockton M.C. scrambles, it was Ray Rice with his BSA unit twin, overpowering the open expert main event for the climax of the day's racing. Your BSA road twin, the Cadillac of British motorcycles, has everything a winner wants in speed, acceleration and pinpoint control, perfected by racers and tamed for the road. That gives the man on the 1966 BSA twin an extra reserve of performance and dependability. That is how you beat the crowd -- be the man on the BSA.

BSA builds fine singles, too. Witness Ralph White winning the 15-lap Expert final of the Ascot Speedway way rounds last Friday night, and Douglas Scott's 500cc Amateur win at Lodi Sunday, and Byron Boaz's 500 class win at Las Vegas, and Bruce Baker's 500cc Novice class win in San Diego -- all on BSA's. From the designers of the famous Gold Star BSA comes now the 1966 Victor to carry the single-minded rider to victory. Hard to decide which motorcycle to buy? Let your nearby BSA dealer provide you with the facts, plus a demonstration ride, then make up your own mind. We think you'll agree --

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Frank Smith

1st 200cc G.P. Class **BUL**
Anthony Herbold

LIONS DRAG STRIP (Long Beach)

1st F Street Class **BUL**
Cliff Ray

DEHESA Hi-Boots Scrambles

1st 200cc Moto Cross **BUL**
Robert Dureya

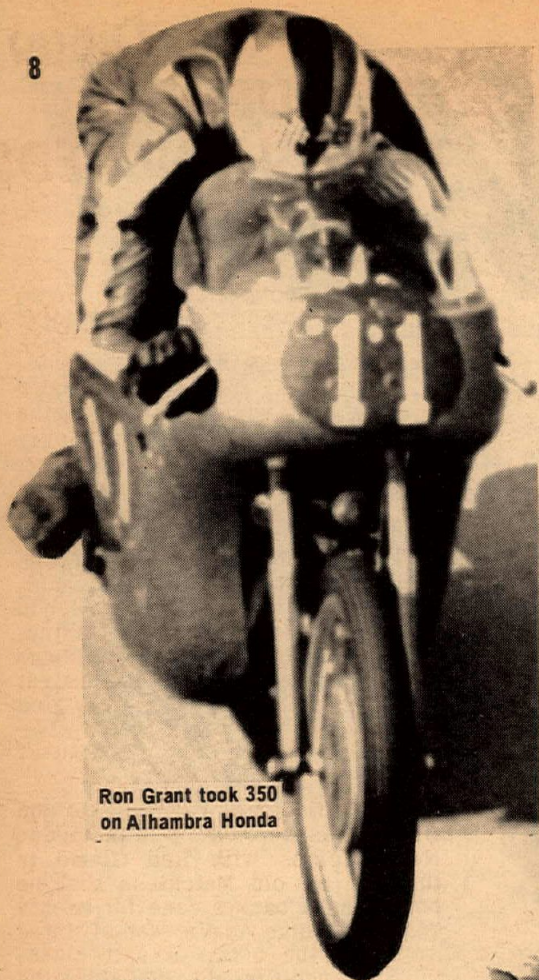
1st 250cc Novice Class **BUL**
Larry Bishop

LAS VEGAS Silver Queens Scrambles

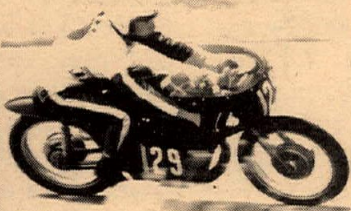
1st 250cc Novice **BUL**
S. Columbero

1st 250cc Expert Class **BUL**
Don Slagle

RIVERSIDE PICTORIAL

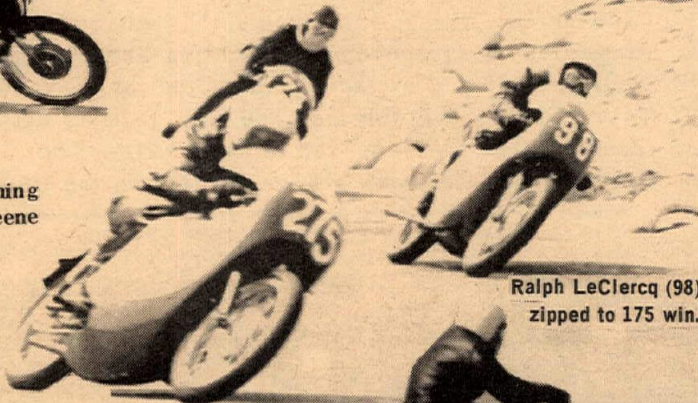


Ron Grant took 350 on Alhambra Honda



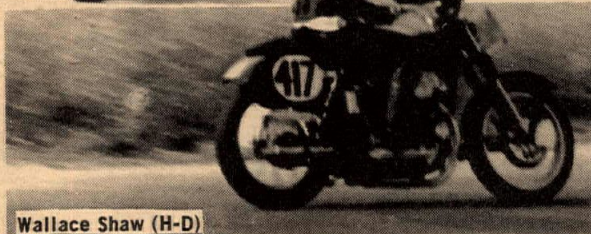
Pridmore's Triton outfit.

Photos by Jim Manning
& Dennis Greene



Ralph LeClerc (98) zipped to 175 win.

Vic Namuelli's Honda won 500cc Production race.



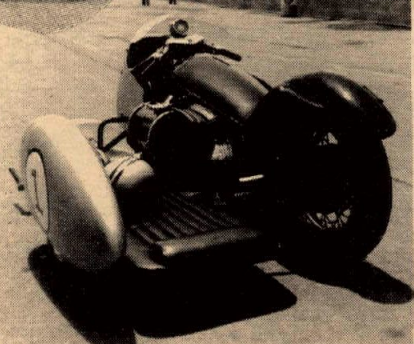
Wallace Shaw (H-D)



They're off and running, Le Mans style.



Barry Herrmann, 100cc winner.



Taliaferro's Norton sidecar.

RIVERSIDE from page 1

50cc Tohatsu to a much modified Harley Sportster; from a rotary valve, water-cooled 50cc Suzuki works twin to a Harley KR. Holy racers! It was wild out there!

50 and 100cc

The first race of the day saw Barry Herrmann on a Performance Special (Suzuki?) first off the line and through the first turn with a howling pack of tiddlers after him. Haruo Koshino, the odds-on favorite, was nearly last at the start but by the first lap, he had moved up to eighth place. Out of turn nine

Yoshio Itoh, Koshino's teammate, pulled even with Herrmann and at the start/finish line Itoh pushed his Suzuki production racer past the 100cc P.R. Special and started pulling away.

On lap two, Koshino passed Herrmann and the two Japanese riders left the entire field behind. Koshino passed Itoh on the third lap and at the finish three laps later it was Koshino over Itoh by 13 seconds with Herrmann (first 100cc) a full minute behind.

125 and 175cc

At the start of race number two, Steve McLaughlin on a Honda CR-93 was first away with Koshino, aboard

a Suzuki production racer hot on his tail. Koshino took the lead at turn three and first place was spoken for. Behind the leader a battle quickly developed for second between McLaughlin and Ellee on a 175cc Ossa. These two waged a see-saw fight through every turn until Ralph LeClerc nosed his 175cc Ducati between them on the fourth lap. The three-way race for second continued for two more laps.

On lap six Ellee dropped out when the flywheel of his Spanish racer came adrift. Into turn nine, McLaughlin dove under LeClerc and nosed ahead, but out of the turn and on the straight the Ducati rider

put his front wheel inches ahead of the Honda and kept it there to take second place 22 seconds behind Koshino and inches ahead of McLaughlin.

250cc

First off the line in the third race was Ron Grant on a Suzuki X-6 followed by Pruett on a Yamaha TD-1B and Koshino aboard the works 125cc Suzuki. At the end of lap one the order was Grant, Koshino who had dived under Pruett going into turn nine, and Pruett. At turn six, one of the expansion chambers on Grant's bike grounded because emergency repairs earlier had lowered it about an inch and Grant was down with the Suzuki screaming its heart out with no load. Pruett was now second behind Koshino's 125 with Buddy Parriott in third. Grant came back into the race on the fourth lap but his engine soon seized and he was out for good. This same lap saw Parriott take second from Pruett and that's the way they finished. Koshino (125cc Suzuki) Parriott, and Pruett.

Production

The fourth race was the largest with everything from 50s to Sportsters on the track at the same time. The best part of this event was the start. The bikes were lined up on one side of the track facing the riders across the way and when the flag was dropped there was a patter of feet, silence, and the thundering, whispering, buzzing sound of nearly every bike you can think of being started at once. One unfortunate sportster rider was still kicking and grunting, swearing and praying at the line long after the rest of the pack was out of sight. How the scorers kept track of this race is beyond me. In two laps they were spread all around the course. About all the fan learned from watching this event was that big bikes are faster than small bikes. Take a look at the results to see how your favorite brand made out.

Sidecars

This really wasn't a race because there were only two outfits entered. The team of Reg Pridmore and Ernie Caesar were driving a very nicely turned out Triton (Triumph engine, Norton frame). The Norton engine, special frame chariot of John Taliaferro and Ian McKalvie was truly a work of art. Beautiful as the Taliaferro/Kalvie mount was, though, it just wasn't running the way it should have. The machine was down on power and seemed to be having handling problems.

No contest it may have been, but dull it wasn't. The sight of two men on one motorcycle barrelling through those turns will raise anyone's blood pressure. On the left-handers, the driver leans as far to the left as he can and the passenger hangs as much as two-thirds of his body over the side. The situation is reversed in the right-hand turns with the driver leaning as far to the right as possible and his buddy sitting on the rear fender behind him. Wow! Pridmore and Caesar were first across the line by half a lap. Maybe next time that Norton of Taliaferro and Kalvie will be running better. If it is, you'll see quite a show if you're there to watch.

350, 500cc, Open

The big race was run last and what a race it was. When the starter gave them the go sign, Ron Jones aboard a Norton twin for the first time led the pack into the first turn. He didn't keep the lead for long because at the end of the first lap, it was Ron Grant on a 350 Honda followed by Jones and then Baumann on another Honda. On the third lap, Buddy Parriott and his Manx had passed Baumann and Don Vesco had moved into fifth with his 650 Matchless.

The five front-runners stayed in that order until the fifth lap when Parriott passed Grant. Three laps later, Parriott passed Jones to take the lead. The first five riders didn't change position until the tenth lap. With two-thirds of the race gone, Vesco squeezed past Baumann into fourth spot and the order was: Parriott, Manx; Jones, Manx; Vesco, Matchless (650); Grant, Honda. Then followed a five-lap parade with the big boys finishing in that order. Parriott-first 500; Vesco-first Open; Grant-first 350.

(Results on page 12)

SCRAMBLE PRADO

By Maureen Lee

Ever see a Honda break in half? One did at Prado Sunday at the Nomads M.C. scrambles. Part of the front frame had been removed for weight reduction purposes and when rider Jack Wilkinson gassed it a bit hard while landing after the jump, his mount came over backwards on him and "that's all she wrote." Jack was okay but his beloved "Rinky-putt" wasn't. He's been showing real promise lately and last week showed up at Bay Mare in new green leathers and a beautiful green paint job on the bike, and down he went. Now this Sunday...we're not superstitious, but....

Ham's Hodaka Hauls

The 100cc class was another triumph for Dave Ham, and his Hodaka. Old pro Don Alfred, on a Honda, got the drop on Ham in the second moto and led for well over a lap, with the Hodaka right on his tail. At one

Riley Does It Again

In the Sweepstakes, John Rice charged away into the lead, and had the race ended one lap earlier,... well! As it was, John R. was right behind Bill Riley at the checkered with Jim Bassey right behind him. Think how hard Rice had to be going to maintain a lead for so long ahead of the big, booming Triumphs. Riley passed him on the straight to take the lead, after following John around the half-mile.

We write this with apologies to all the riders who should have had a mention, but didn't get it. If we can't get the results when writing a story for the deadline, we can't credit the riders. Some clubs do a fast and good job on results...some don't.

(Results on page 12)

ORANGE COUNTY



Two-fifties mix it up at Prado

tors in this size machine racing on a one-eighth mile track. The 500cc machines will be required to have a rigid frame and a single cylinder. The first event at South Gate gets under way at 8:00 p.m.

(Results on page 12)

BROADSLIDES THRILL HUNDREDS AT DEHESA

By Bob Gooding

The Hi-Boots M.C. of San Diego continues to present outstanding scrambles events at their Dehesa Track near El Cajon.

This Sunday's broad-sliders saw Byron Krenek winning his first race in the 100cc novice event on a very hot 80cc Yamaha. Chuck Baker took the 100cc Expert race, pushed by Terry Mulkey, who was taking his first Expert ride.

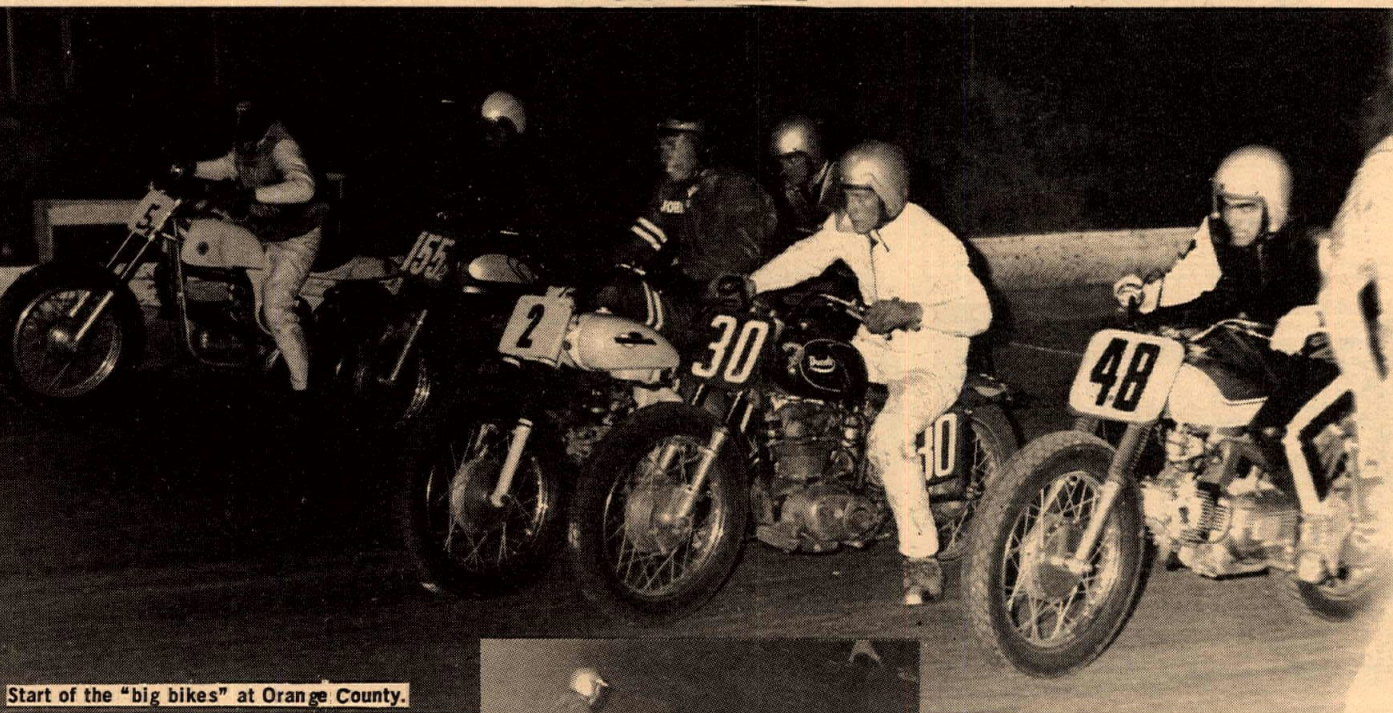
The 200cc class featured dueling by Robert Dureya and Roy Michael, both Bultaco mounted. Larry Bishop had the 250cc Novice boys trying, but with no luck. Then, Red Clemo cleaned house on the 250cc Amateur group. The 250cc Experts were glad to welcome Jim Flagg back to competition after a brief retirement.

Admire-able

BSA's ridden by Bruce Baker and Dick Woods were on top in the 500cc Novice class with Red Clemo in third on an old Matchless that he bought as a basket case for twenty dollars. George Admire won all three motos in the 500cc Expert class, this in addition to dragging the track, operating the water truck, flagging and doing a large part of the work that it takes to put on a good program.

Looking very determined was James Smith as he took the Open Novice on a Norton. After the first moto in the Open Expert class, Grant Brown and Vern Gillihan paused in the pit area to hold an informal discussion, a self appointed committee joined them to mediate, and then ushered the Lady's Powder Puff class to the starting line. A group of nine ladies put on a fine show, with Eulene Long using all of her Gilera power to win.

(Results on page 12)



Start of the "big bikes" at Orange County.

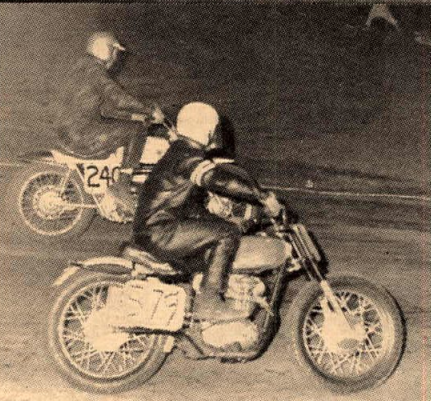
point Ham lost ground attempting to pass on the outside of turn one, and slid out wide, but he soon gained it back. An exciting race was ended when Alfred's Honda went sour.

The 250 Expert class featured David Ham again with Doug Yerkes, both Bultaco-mounted, with hard-riding Doug getting the upper hand. Back from the European moto-cross circuits, Hoppy Hopkins was out in the same class doing real well as he became familiar with racing in the "Prado Park style." He swears there's not another track like it anywhere, that passing can be ticklish as the groove is narrow (the only 18"-wide track in existence), but he thoroughly enjoyed himself and wants to get a big bike now so he can ride in the afternoons and well as the mornings.

Hunter Hits The Deck

The 500cc Expert class went to John Rice on his old and trusty 305 Honda scrambler. (Would you believe a 650 Honda scrambler?) Well, that's the way it ran. Like a 650. You guys with suspicious minds, cool it. It was one of those days when the machine ran exceptionally well, and John R. rode like Jack the Bear. Jim Hunter got away first with John right after him, catching and passing Hunter. Seconds later on the half-mile with the throttle really corked on, down went Jim and his Beezer in a sliding tangle, with the rider cart-wheeling off the track. Jim's crashes are few, but they're always spectacular! He got going again but that was the end of any real effort on "Mr. Goldstar's" part. After dropping one that hard, something's got to give!

The Open Experts were great. Jim Bassey followed Bill Riley around close enough on all three motos to be a threat the whole time. Bassey at times, appeared to be faster on the straight, but was seen shutting off at the end. Why? Early in the day he went down very hard on a Suzuki, didn't know exactly what happened but thought that maybe he got his brake and gear shift feet mixed up. Anyway, he wasn't feeling in top shape after decking it, and rode with caution. Remember that wisdom, Novice riders, and you too will stand a chance to become a number one heavyweight rider!



First-time competitors cut their teeth at Orange.

SHORT TRACK

Wednesday night at Orange County saw the first time the A.C.A. increased its Main Events in the 250cc class to an "A" and "B" Main because of over 60 entries. Pat Gosch from Omaha, Nebraska on his Harley Sprint continued to dominate the 250cc "A" Main Event, beating out last year's second place A.C.A. flattracker, Johnny Balaam on a Harley Sprint. Third place went to Dave Ham (Bultaco). Dave has not done too well this year in the 250cc class but has dominated the 100cc class by winning the 100cc Trophy Dash as well as the 100cc Main.

The 250cc "B" main went to an old favorite of the fans, Tommy Bannon, up from Palm Springs on his BSA. Second place in the 100cc main was taken by Russ Robinson from Garden Grove on a Yamaha. In hot contention for third place in this event was Rick Woods from Huntington Beach on a Yamaha. The 50cc Main Event was pretty well dominated by the Smith brothers, with Dave winning the event and Mike taking second, both on Tohatsu. Third place went to Bill O'Neil from Norwalk on a Yamaha. The 250cc Trophy Dash was easily won by Pat Gosch on a Harley Sprint. This was Pat's third trophy dash win in a row.

Checking Out The Course

Thursday night saw the flattrackers move to South Gate Raceway for a practice session to check out the new course. The course will be available for racing this Thursday. It looks as if the one-eighth mile course will be large enough to hold not only our normal 50, 100 and 250cc, but we are going to start initiating a 500cc single class which should add a great deal of interest to the eighth-mile flattrack. This Thursday night there will be an exhibition run by the 500cc singles to see how much interest is shown by the riders and the specta-

NEWS FROM NEVADA



And yet more 250s - Experts get going at Las Vegas.

Sunday, May 22nd, Las Vegas, Nevada

Story & Photos By Reg Sheldrick

With Gene Drew's thoughts

Awaiting the start of today's races, I found myself staring at Gene Drew, the starter. I was wondering what was going on in a starter's mind during a race. The concentration was so intense that I seemed to pick up his thoughts... "Man, that track was in bad shape... sure looks good now. Smooth, watered down, heard they worked out here real late last night... looks like a good turnout. Typical Las Vegas Sunday... wind blowing strong... saw riders here from Phoenix, Etiwanda, Lancaster. Well, practice. Powder Puffs, then 50s. Hmm... maybe I should water the track?? Naw, turn 'em loose. Well, first Heat, gals up. Eager, aren't they. Hold it - easy - OFF and racing....

Up since 6:00 a.m. Long morning... last Heats... juveniles up. Back up, Mike! GO! Danny going good... little tangle in the ess. Wave the checker and they finish Darlind, Honda; Debloy, Honda; and Mike North, Honda. 50cc Senior in, Miller takes first, Lee second and Danny Sromalla third.

Here are the boys from Phoenix. Those little 100cc Yamaha screamers... five laps over and they win it. Jim Halford, Yamaha first; brother Tom second; Norm Hanson, Yamaha third. 90cc Senior anxious to start. Turn 'em loose... good start, Boaz out in front and pulling away... Sromalla chasing... OOPS, missed something. Danny's in front and wins it... Boaz winds up second and Valenzuela third.

Final Heat 250 Novices. Secondo Columbero leads, going real good... big lead at the finish... handled that Bultaco nicely. John Columbero (Bultaco) second and Jim Hill (Montesa) third.

Amateur 250s up... listen to that Yamaha... sounds like somebody tearing up

strips of paper... tight race... Bob Ahlstrom takes it on a Yamaha. Jay Willey (Montesa) second and Shane Ross (Greeves) third.

Here come the hot 250s. Sure glad I quit the track. Man, what a quick five laps... Don Slagle flashes in, Bultaco's really perking. Max Switzer right behind... new bike for Max... switched to Bultaco. Third to Lee Stumpenhous (Greeves).

Too bad there aren't more big bores... They're off. Look at that Boaz ride... 441 Victor... we're not going to catch him today... sure turning it on... Got 500s and 650s running together... That Beezer has got the race. Lonnie Arnold looking and riding better each time out. How was the finish?... Yea! Boaz (BSA) first; Arnold (Tri.) second; Cunningham third in the 500cc. Bob Neil (Tri.) first. Wilburn (Tri.) second and Mickey Dawson (Tri.) third in the 650cc class. Pack it up now and me for a cold beer."

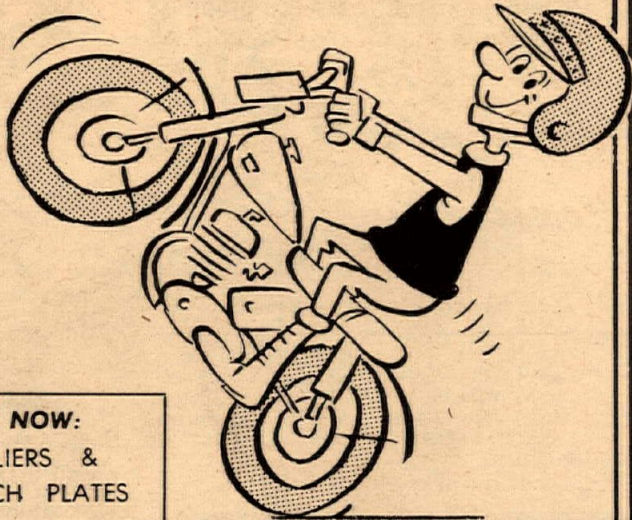
The Silver Queens put on today's races. This 12 member, all-girl club should get a big hand for the way they handled the events. They suffered the only mishap of the day when Paula Mazzo, a newcomer riding in her first race, unloaded in the second heat. Paula and her Suzuki parted company and she wound up with a wrenched knee. Shirley Slagle and Peggy Ferguson duelled it out, with Shirley overcoming a good lead in the final heat to edge out Peggy and take the Puff trophy.

Al Titus set up his sound system and called the races. By the way, Al recently opened his new motorcycle shop at 5560 Lake Mead Blvd. Most all models of BSAs and Yamahas are on display and it's a great place to rent a Yamaha as his shop is on the way to Lake Mead.

Trophies were donated for the races by: Tom's Cycle, Art's Motorcycle Shop, Al's Cycle, Bob Simpson Jawa-Hodaka, and E.A. Marshal Construction Co.

(Results on page 12)

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DRAGS from page 7

money for the bikes. Well, they have now not only purchased a funeral, but have engraved an epitaph on the headstone. "Here lies what we wanted, it came to life by our encouragement and died with our silence." Those who wanted to make their mark in such a way have succeeded.

Even if mechanical failures prevented their competing, they could have helped by adding themselves to the spectator count. Alas, they did not!

Your columnist is not giving up this sport or the attempt to improve it, but I have been shown that I'm on the wrong approach. I am leaving Lions Drag Strip when a replacement pit director can be found, and will give less individual support, trying to obtain an overall perspective from various strips. Possibly this is the way.

I only know that I cannot rely upon those who let drag racing down at this weekend's meet. To those who were present I say thanks and we will succeed somehow, somewhere. Maybe if I get off by duff and start M.D.R.A. rolling, we will find the answer with the aid that Cycle News and Cycle Magazine have and will lend us.

(Results on page 12)

OILERS TT SCRAMBLES

By Bob Gooding

"While the cats are away the mice will play," seemed to be the theme of the scrambles as presented by the San Diego Oilers M.C., at Imperial Beach. While most of the professional riders were burning up the asphalt north of San Diego at Carlsbad, the sports riders were making dust just south of San Diego.

Visitors came from far and wide to enjoy the hospitality of the Oilers, creating standing room only. This, along with the holiday atmosphere, caused a few problems. This reporter was made aware of the fact that a small number of visiting competitors were drinking alcoholic refreshments. A hard and fast rule in the San Diego District is that no rider will drink before or during a riding contest. It is not necessary to labor on this point. As the old saying goes, "alcohol and gasoline do not mix;" therefore, any rider who has the urge to drink at a scrambles should try straight gasoline. (If you agree, say Amen).

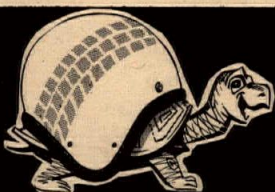
(Results on Page 12)

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Sunday JUNE 5

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Starts from Floyd Emde Co., 5476 El Cajon Blvd., San Diego.
Sign in 8:30 til 10:00 a.m., post entries \$2.00. Mail Entries \$1.50, no later than May 31. Mail to Terrapins M.C., 3211 39th St., San Diego, Calif. 92105. Trophies and dinner.

STREET - TRACK - HILLS - DESERT

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ORANGE COUNTY
CYCLE CENTER

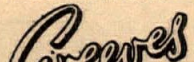
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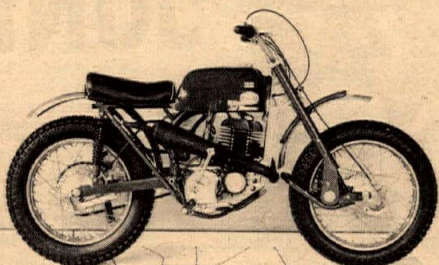
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LONG BEACH HONDA + JOHN RICE = 1st



This Sunday at Prado Park (the fastest TT scrambles track in the U.S.) John R. and his 305cc Honda Scrambler (CL-77) pulled off the impossible. They first beat all of the 350cc and 500cc Experts in their Main Event, then proceeded to lead the Sweepstake Race (350cc thru open classes) until the last lap, when the District 37 #1 plate holder riding a machine twice the capacity (650cc) finally passed him.

This was not a fluke, Herb Litch and the mechanics at Long Beach Honda turn out winners like this every day. If you race or ride the street, your Honda should be tuned at

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Fun Run By Nomads

The newly-named Nomads of Gardena had a pleasant outing on May 15th. Starting from Honda of Gardena, the 44-member group traveled a leisurely 85 miles on their "Chicken Run," so-called because of a luscious fried chicken lunch stop at Peck Park on Western Ave. in San Pedro.

Their route wound around Compton,

Long Beach, Wilmington and Signal Hill, then back to Honda of Gardena for trophy presentation. Each rider was given a souvenir or favor by the shop, with a special perpetual trophy for Most Careful Rider going to Barbara Bebeck. She will retain possession of the impressive award until the next event, a "Pot Luck Run" to Balboa on June 26th.

Poker hands were also dealt, with Bill Mowery beating out Marvin Okuno and Charlie Licque for top prizes.

Honda of Gardena's Ben Tonouye has big plans for future activities, including mid-summer "Fiesta Days," two full days of fun for which final details are now being arranged.



Honda of Gardena's Ben Tonouye and lovely saleslady Billie Haserot display perpetual Careful Rider Trophy donated by shop.

NEWS FROM JAPAN

By Sun Young Choy

World Grand Prix Season Opens

The first World Championship GP was held at Barcelona, Spain on May 8th. Luigi Taveri on a Honda won the 50cc race with a new record, and Bill Ivy on a Yamaha took first place in the 125, surprising the spectators. Mike Hailwood on a 250 Honda lapped almost every machine and obtained a victory.

Held at the Montjuich Circuit, with 30,000 spectators, the first 50cc race was dead-heat racing between Honda and Suzuki. Suzuki's racer, Anschedit, established an new amazing lap record of 2 min. 02.69 (66.7 mph). But finally Honda's ace, Taveri, shot ahead on the 14th lap.

The 125cc race was a race of the dark horse. Although the Suzuki team was expected to win by the huge crowd, Yamaha's Ivy took the race.

The last 250cc race was a fight between Honda and Yamaha, but Hailwood (Honda) set new lap and race records. In this race, Reed and Ivy both retired. Woodman (MZ) took second, a lap be-

hind Hailwood. Hailwood's new lap record is 72.7 mph compared to Reed's old one of 71.3 mph.

Spanish GP Results

50cc CLASS			
1. L. Taveri	Hon	20:19.20	
2. H. Anschedit	Suz	29:30.82	
3. R. Bryans	Hon	29:32.87	
4. H. Anderson	Suz	29:36.65	
5. A. Niet	Der	31:17.90	

125cc CLASS			
1. W. Ivy	Yam	54:33.07	
2. L. Taveri	Hon	54:50.75	
3. R. Bryans	Hon	55:16.23	
4. P. Reed	Yam	55:24.39	
5. F. Bick	Mon	55:56.76	

250cc CLASS			
1. M. Hailwood	Hon	1.03.26	
2. Woodman	MZ	a lap behind	
3. Panolini	Aer	a lap behind	
4. J. Findlay	Bul	a lap behind	
5. K. Anderson	Hus	Two laps behind	

the National Circuit

Around the country with the Californians

By Annette Camp

Sunday May 1, marked the arrival in Waukegan, Illinois of Jim McMurren, 11r, from San Diego, California, and Sid Carlson, National Number 73 of Seattle, Washington, for the half-mile at Jerseyville, Illinois. Also with them was Chuck "HP" Felton (69p) of Rockford, Illinois, who now makes his home in Glendale, California. Phil Hawk (8x) of Sun Valley, California, drove down from Waukegan, with both bikes in good running condition again.

The morning of the Jerseyville race was bitter cold, rainy and the wind was blowing at a good pace. McMurren and Carlson were asleep in their trucks under the grandstands. Phil Hawk was asleep in his truck under a tree. As the morning wore on and more racers arrived, the boys woke up. Sid and Jim shaved and washed off two days of constant driving in water that had ice on it and in a restroom that was freezing cold. It was almost impossible to work in the cold. But Jim and Phil put the final tune on their KRs, while Sid and Chuck tuned up their BSAs. Chuck was dead tired as he had just arrived from California in his wild panel truck. It took him four days at forty miles an hour to get to Jerseyville. The truck was also tired. One can't imagine what these boys go through to race and with very little help.

When the rain quit, the track was graded. This left it loose and dry. By the time practice and time trials were

over, turns three and four were full of holes. As the track dried up more, it got dustier and dustier. The wind was still blowing and it was still bitter cold even though the sun was trying to come out from behind the clouds.

Phil, Jim and Sid were all in the second expert heat with some tough company. Roger Reiman (55), Herb Ballinger (29), and Billy Jasper (84), to name a few. It was rough. It was really dusty. Sid took second behind Roger Reiman, Jim took third and Phil took fifth. Chuck Felton had bike problems and never even got the bike started. Jim and Sid made the main. Phil didn't, as they only take the first four from the heat races.

The expert main was run first. They had to hold it up for Jim. He was out of gas and had to siphon some out of Phil's bike into his. He got a bad start and after one lap the dust was so blinding he came in. Sid was running fourth, but in the third lap he ran out of gas.

At the finish it was Babe Demay in first, then Roger Reiman, Fred Nix, Dan Welty, Allen Smith, Dennis Hopper, Sid Carlson and Jim McMurren. All in all it wasn't a very good day, but all the boys were smiling when they left the track.

Bill Urshig (43x) and Julian Arthur (22w) will be back sometime in the next week. Our other California boy, Al Ulrich (16r) is staying in Omaha, Nebraska, working for Ramer's BSA shop so he can fix his truck and rejoin the rest of the boys to go racing.

(To Be Continued)

Power Research wins U.S. Grand National Open

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First two brands on the 100cc grand prix results from Riverside Sunday May 22 were both P.R. Specials, built and tuned by the facilities of Power Research, the speed and performance specialists of Goleta, California.

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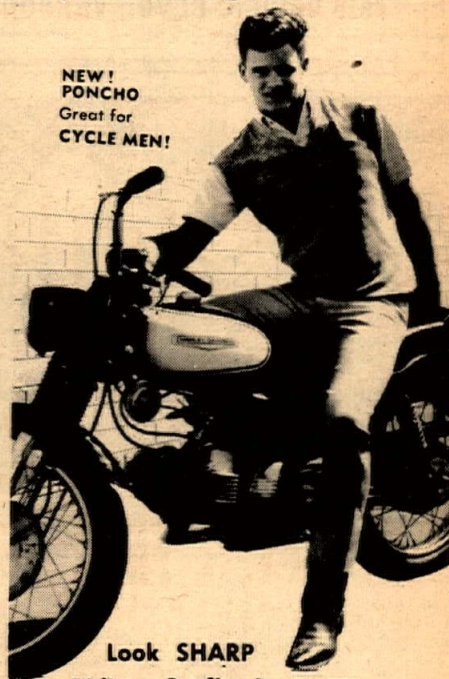
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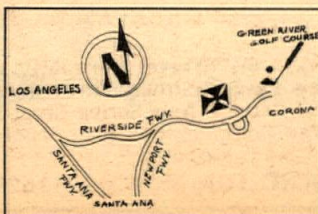
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MOTO X

IRVINE JUNE 5



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FIM rules, 3 number
plates required. All
classes & licenses. Start
at noon, entries close at
10:30 a.m.



ASCOT HALF-MILE RESULTS

Ascot Park, Friday, May 20, 1966

15-LAP EXPERT FINAL

1. Ralph White BSA
2. Chris Draayer H-D
3. Mert Lawwill H-D
4. Sammy Tanner BSA
5. Dick Hammer BSA

Time: 5:55.86

3-LAP EXPERT TROPHY DASH

1. Ralph White BSA
2. Dan Haaby BSA
3. Blackie Bruce Enf
4. Mert Lawwill H-D

Time: 1:12.41

10-LAP AMATEUR FINAL

1. Tim Harris BSA
2. Casper Grief BSA
3. Joe Schmidt BSA
4. Ron Kruseman BSA
5. Whitey Harper BSA

Time: 4:07.59

3-LAP NOVICE TROPHY DASH

1. Larry Pruett Yam
2. Marty MacDonald H-D
3. Jim Ashmore H-D
4. Carl Patrick H-D

Time: 1:17.10

8-LAP NOVICE FINAL

1. Larry Pruett Yam
2. Marty MacDonald H-D
3. Phil Todd H-D
4. Carl Patrick H-D
5. Keith Kruser Yam

Time: 3:22.23

ACA SHORT TRACK

Orange County Speedway, Wed., May 18, 1966

100cc TROPHY DASH

1. David Ham Hod

250cc TROPHY DASH

1. Pat Gosch H-D

50cc MAIN EVENT

1. Dave Smith Toh
2. Mike Smith Toh
3. Bill O'Neil Yam
4. Dale Ketcham Hon
5. Allen Woods Toh

250cc "B" MAIN EVENT

1. Tommy Bannon BSA
2. Rick Woods Duc
3. Eddie McGregor Mon
4. Mike Spitzer Duc
5. Lee Wheeler Mon

250cc "A" MAIN

1. Pat Gosch H-D
2. John Balaam H-D
3. David Ham Bul
4. Jon Crawford Bul
5. Chuck Berry Bul

100cc MAIN EVENT

1. David Ham Hod
2. Russ Robinson Yam
3. Rick Woods Yam
4. Gary Calkins Yam
5. Gary Lane Hod

ASCOT EXPERT MAIN															
Start Order	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
22															1) 15
15															2) 77
27															3) 18
77															4) 7
16															5) 16
22z															6) 38x
18															7) 22
48j															8) 22z
7															9) 27
38x															10) 48j

ASCOT AMATEUR MAIN									
Start Order	1	2	3	4	5	6	7	8	9
12x									
39y									
55x									
20x									
41x									
49r									
21x									
39x									

ASCOT NOVICE MAIN							
Start Order	1	2	3	4	5	6	7
255							
256							
258							
324							
379							
102							
457							
452							
117							
295							
53							
228							

IRWINDALE DRAG RESULTS

Saturday, May 21, 1966

TOP FUEL: Bob Ebeling Hon 12.67-106.13

RUNNER-UP: Murray & Cook Tri 10.43-148.43

TOP STREET: LeRoy Wyman Hon 14.00-93.26

TOP GAS: Moulders & Reese Nor 11.69-111.24

A/FUEL: Murray & Cook Tri 10.43-148.43

C/FUEL: Bob Ebeling Hon 12.67-106.13

SILVER QUEENS M.C. SCRAMBLES

Las Vegas, Nevada, May 22, 1966

90cc JUNIOR

1. Jim Halford Yam
2. Tom Halford Yam
3. Norm Hanson Yam
4. Rod Collins Yam
5. Larry Beauford Yam

50cc JUNIOR

1. Danny Darland Hon
2. Rick Debelloy Hon
3. Mike North Hon

50cc SENIOR

1. Doug Miller Yam
2. Bob Lee Suz
3. Danny Sromalla Hon

250cc NOVICE

1. Secondo Columbo Bul
2. John Columbo Bul
3. Jim Hill Mon
4. Bob King H-D
5. Jerry Cox H-D

250 AMATEUR

1. Bob Ahlstrom Yam
2. Jay Willey Mon
3. Shane Ross Gre
4. Bob Walling Bul

250 EXPERT

1. Don Slagle Bul
2. Max Switzer Bul
3. Lee Stumpenhous Gre
4. Terry Griebel Bul
5. Ernie Browning Gre

50 & 100cc CLASS

1. Haruo Koshino Suz
2. Yoshio Itoh Suz
3. Tony Nicosia Suz
4. Colin Jones Hon
5. Jim Wulzen Hon

CLASS 2

1. John Hatley Yam
2. Jerry Senseman Toh
3. David Jones Toh
4. Sid Chambers Ben

100cc CLASS

1. Barry Herrmann PR
2. Don Anselm PR
3. Ken Gardner Hon
4. Reg Pridmore Hon
5. Chief Galbraith PR

125cc CLASS

1. Haruo Koshino Suz
2. Steve McLaughlin Hon
3. Harry Webster Hon
4. Chief Galbraith Bul
5. Steve Pederson Hon

175cc CLASS

1. Ralph LeClerc Duc
2. Skip Talbot Suz
3. Ernie Caesar Hon
4. Bob Seyfest Hon
5. Dick Tetz Hon

250cc CLASS

1. Haruo Koshino Suz
2. Buddy Parriott Yam
3. Larry Pruett Yam

350cc CLASS

1. Ron Grant Hon
2. Art Baumann Hon
3. James Deehan Hon
4. Bob Fleckenstein Hon
5. Jay Hemmingway Hon

500cc CLASS

1. Buddy Parriott Nor
2. Ron Jones Nor
3. Don Vesco Mat
4. Dave Hetzler Nor
5. Dick Kilgroe Hon

A/GAS: Ralph Pohl Tri 12.33-116.27

B/GAS: Moulders & Reese Nor 11.69-99.88

A/STREET: Salvador Estrada Har 13.16-99.88

B/STREET: George Jonovich Nor 12.62-106.-

C/STREET: Bruce Smith Hon 14.86-85.14

D/STREET: LeRoy Wyman Hon 14.00-93.26

E/STREET: Steve Rowles Suz 14.14-90.09

500cc CLASS

1. Bryon Boaz BSA
2. Lonnie Arnold Tri
3. Dutch Cunningham Tri
4. Ace Kelly Mat

650cc CLASS

1. Bob Neil Tri
2. Larry Wilburn Tri
3. Mickey Dawson Tri

POWDER PUFF

1. Shirley Slagle Hod
2. Peggy Ferguson Hod
3. Paula Mazzo Suz

ACA NATIONAL OPEN

ROAD RACES

Riverside Raceway, Sunday, May 22, 1966

OPEN CLASS

1. Ronald Christie Nor
2. Ron Hagest Nor
3. Roger Calvert BSA
4. Wallace Shaw HD

SIDECAR EVENT

1. Reg Pridmore Tri
2. John Taliaferro Nor

PRODUCTION RACE

50cc CLASS

1. Sid Chambers Ita

100cc CLASS

1. Jerry Henceman Yam
2. Barry Johnson Bri

125cc CLASS

1. David Damron Toh
2. Myron Tracy Hon

175cc CLASS

1. Frank Smith Bul
2. Gary Nakano Suz

200cc CLASS

1. Anthony Herbold Bul

250cc CLASS

1. Tony Nicosia Suz
2. Steve McLaughlin Duc
3. James Damron Suz

350cc CLASS

1. John Clarke Hon
2. Freeman Hunter Hon
3. Nowell Tracy Hon

500cc CLASS

1. Vic Namuelli Hon

OPEN CLASS

1. Wallace Shaw H-D
2. Bill Holst Tri
3. Hugh McLean H-D

OILERS T.T. SCRAMBLES

Imperial Beach, Calif., May 15, 1966

90cc NOVICE MAIN

1. Terry Mulkey
2. Clyde Foster
3. Bill Bowman
4. Richard Roll
5. Duane Engstrand

90cc EXPERT MOTO

1. Rick Foster
2. Al Finan
3. Don Finan

200cc MAIN

1. Bob Duryea
2. Jeff Willis
3. ?
4. Monty Pierce
5. ?

250cc NOVICE MAIN

1. Joe Phillipson
2. H. Kissinger
3. N. Summey
4. Randell Dodson
5. Dennis Middleton

250cc AMATEUR MOTO

1. Ward Ring
2. J. Crawford
3. Larry Williford
4. Ken Remy
5. David Clemo

NOMADS SCRAMBLES

Prado Park, Sunday, May 22, 1966

50cc AMATEUR/EXPERT MOTO

1. Jay Lewis Yam
2. Chris Robinson Hon
3. Kurt Lewis Hon
4. Frank McDowell Hon
5. Bob Peck Hon

80-90-100cc AMATEUR MAIN

1. Dale Smith Hon
2. Rick Sherer Hon
3. Johnny Carbone Hon
4. P. Joyce Hon
5. Keith Klaff Gil

80-90-100cc EXPERT MOTO

1. David Ham Hod
2. Don Alfred Hon
3. Ted Judge Hon
4. Rick Hendrickson VT
5. Harold Bensch Yam

250cc AMATEUR MAIN

1. John Sprague Bul
2. Jan Crawford Bul
3. Dave Eichert Bul
4. Dave Brittain Hon
5. Wes Patterson Hon

500cc NOVICE MAIN

1. Mike Chamberlain Tri
2. Jan Brandings BSA
3. John Verardo Tri
4. Bud Gowing Tri
5. Carl Jacobs Tri

250cc EXPERT MOTO

1. David Ham Bul
2. Doug Yerkes Bul
3. Don Quinn Hon
4. Walt Smith Bul
5. John Wiley Bul

21" AMATEUR MAIN

1. Robert Jencks Hon
2. Bob Foster Hon
3. Albert Neskrige Hon
4. Gary Fine Hon
5. Jim Passel BSA

21"/500cc EXPERT MOTO

1. John Rice Hon
2. John Heynemann BSA
3. Don Jones BSA
4. Jim Hunter BSA
5. Darwin Ballard BSA

SWEEPSTAKES

1. Bill Riley Tri
2. John Rice Tri
3. Jim Bassey Tri
4. Mike Morton Tri
5. John Heynemann BSA

LIONS DRAG RESULTS

Sunday, May 22, 1966

TOP FUEL: Dick Rios Tri 10.09-148.02

RUNNER-UP: Don Harris Tri 10.77-134.12

THIRD: Bob Ebeling Hon 13.00- -

TOP GAS: Sonny Paslawski Har 11.35- -

RUNNER-UP: Moulders & Reese Nor 13.01-105.00

TOP STREET: George Jonovich Nor 12.47-108.17

RUNNER-UP: Salvador Estrada Har 13.48-99.44

THIRD: LeRoy Wyman Hon 13.82-95.33

A/FUEL: Dick Rios Tri 10.10-148.51

B/FUEL: Don Harris Tri 11.09-134.32

C/FUEL: Bob Ebeling Hon 13.00- -

A/GAS: Sonny Paslawski Har 11.14-121.45

B/GAS: Moulders & Reese Nor 12.12-108.04

C/GAS: Gerald Korman Mon 15.35-84.98

A/STREET: Salvador Estrada Har 13.07-101.23

B/STREET: George Jonovich Nor 12.39-109.09

C/STREET: LeRoy Wyman Hon 13.75-95.23

D/STREET: Steven Snyder Hon 16.12-79.36

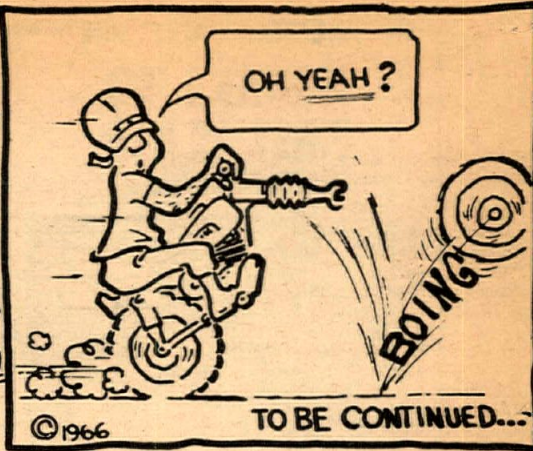
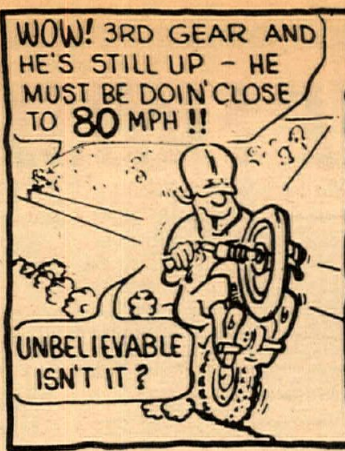
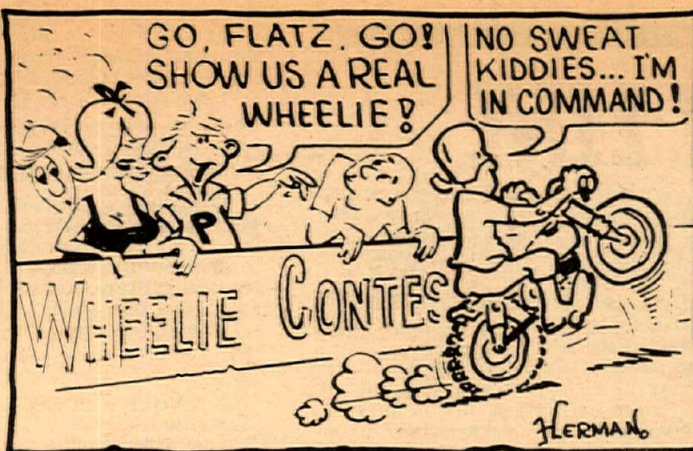
E/STREET: Joe Sanders Hon 16.10-76.27

F/STREET: Cliff Ray Bul 16.47-76.33

RES-

Racing Portraits

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By Roxy Rockwood

THE FINISH LINE

That was quite a show the Ascot "Kamikaze pilots" put on last week. These guys do nothing but get better and better. Tanner can't win them all and when he gets hung up in the back of the pack it becomes a wide open race. Anybody in the main event can win when Sammy is not really "on."

This kid Draayer never seems to stop improving. His style is so easy it is difficult to really see him closing up on the leaders. One lap he is not there, the next he is right there. I think that Sammy was so surprised to see him running right along side in the heat race that it completely threw him off the groove the rest of the night.

White Came Through

Iron man White, who has more skid marks on him than the Harbor Freeway, came up again to knock off the big one. He only won one main event all last year and now he has two this year with the season not yet one-quarter completed.

Ralph has to be compared with a good wine. The older he gets the better and faster he gets. We'll bet that Draayer will not leave the gate open again on the final turn if he gets another shot at the final.

Draayer, Lawwill Head East

Chris left after the race to enter the 5 mile national that comes up this Sunday in Wisconsin. Don't be surprised if he wins it. Bart Markel is the favorite but will get plenty of competition from Chris and Mert Lawwill.

Schultz Returns

Good to see Elliott Schultz back in the saddle. He has been the only top gun missing this year and was a bit rusty. If Elliott will stick with it this time he'll be right back up there again, just like he was in '62 and '63.

That's quite an Enfield team Shell has going for him this year. Blackie Bruce, Guy Louis and Elliott Schultz. These three plus Lawwill and Draayer on the Harleys are what make it interesting each week at the track the BSAs built.

It also seemed like old times last Friday with the H-Ds and the Yamahas again going at it in the novice class. Many riders started the season on other brands but have again switched, rather than fight, to the two brands that have done most of the winning since novice riders were scaled down to the 250s.

Help For Hondas?

Help may be on the way soon for the Honda owners as a man from Japan has been in the stands the last two weeks watching the lone Honda get waxed in the finals.

He knows his apples on how to make them run and an unofficial word has it that he may soon get them arcing for the faithful followers. It seems as though they have sold a few of these Honda machines here in the States and just may be around awhile. Racing doesn't sell all the bikes, but it helps.

Les Richter, manager of Riverside Raceway, was in the press booth for the show last week and highly interested in the "silo" racers as the AMA boys were recently referred to by an editor on one magazine.

There's plenty of room in the infield at Riverside; Les and Saturday nights are wide open. Much less politics to contend with than there is in road racing.

40% At Carlsbad

The Carlsbad road race was such a success two weeks ago that track owner Sandy Belond has slated another purse-payer for Sunday afternoon, June 19th.

The same easy plan as last time with all novice, amateur and expert riders getting plenty of practice and racing. One point that should be made clear to all novice riders is that they do not need an amateur or expert Sports

Committee scrambles card to be eligible to road race as a novice. This only applies to dirt track and TT events.

The purse at Carlsbad will be upped this time to 40% against a guaranteed purse. This will allow all owners of \$100.00-a-month cycles to compete on at least a break-even basis.

Markel In Good Form

Five-Mile National prediction—take Markel to win all the way. Word back east is that he has never looked better, or gone faster. If there is to be an upset then it will be Draayer. Amateur winner? Jack Warren, younger brother of tuner, Eddie Warren. Pete Bodette was slated to go back until he broke his collarbone.

Sidenote: Sammy Tanner drove a midget last Saturday night at Ascot. Put the car in the final and then was kicked out in favor of one of the tired old men who has been going nowhere for years and years. Keep at 'em, Sam.

American Team Tackles Isle Of Man

For the first time, an organized team of American motorcycle racers will compete in European motorcycle road racing in 1966.

People throughout the world regard the Isle of Man Tourist Trophy races as the biggest event on the International motorcycle racing calendar. Many American riders have made the trip to the tiny island in the Irish Sea to compete as private entries, even though they knew there was not the slightest chance of winning. Their only hope has been to make a good showing. Sportsmen admire a good performance, even when it isn't a winning one.

Because the TT has such prestige, Cycle World Magazine is sponsoring a team of four riders from the U.S. in the 1966 250cc "Lightweight TT."

Team members have chosen the Yamaha TD1-B as their mounts. Four machines have been loaned by Yamaha International. The TD1-B is a twin-cylinder, two-stroke, five-speed, "production" road racer, of about 34 hp, with a top speed of 130-plus mph. For almost three years, this machine has shown a clear superiority in the 250cc class in most American road races. The bikes will be painted red, white and blue, the riders will be decked out in American-style blue leathers with a white sleeve stripe, and their Bell helmets will be decorated like a segment of the American flag. There'll be no doubt about where they come from.

Primary goal at the Tourist Trophy races will be to win the Team Prize. Weather permitting, a secondary ob-

jective will be to attempt an average speed of 90 mph around the 38 mile, 219-turn road course, for the race.

Team members are Don Vesco, Buddy Parriott, Ron Grant, and "back-up" team alternate man, Gordon Jennings.

All Californians But One

Don Vesco is married, has a daughter, and is a Yamaha/BSA dealer in San Diego. Vesco is the only American ever to win an International Grand Prix at the United States Grand Prix in Daytona, 1963. For many years he has competed in numerous forms of motorcycle competition, but most notably as a road racer in west coast events, and nationally with the American Motorcycle Association. He has been riding since he was 16 years old, and began racing when he was 17.

Don comes from a racing family. He and his father are well-known on the Bonneville salt flats, where they have accumulated some very impressive records. Don belongs to the "200 mph Club," comprised of men who have gone 200 mph or better on the salt flats.

Buddy Parriott also began riding at 16. At 20, he entered his first competition, and in 1948 made his first score by winning the Box Springs TT in Riverside, California. In 1964 he was first in the AFM Santa Barbara road races, repeating the feat in 1965. That same year in Daytona, Florida, he finished second behind Mike Hailwood, the world's 500cc champion, beating an international field in the process. He has won several events at the road racers' training grounds, Willow Springs.

Ron Grant was born in the suburbs of London, England, and had attained a considerable reputation for himself in English club racing before coming to the U.S. in 1961. Ron may possibly provoke a reaction from the British that the team is not all American. However, this is a country of immigrants, Ron is an American, and has earned most of his reputation racing in our style of competition. Ron has been riding in competition since 1960, when he entered the Bank Holiday race at Thruxton in England. He raced in scrambles as well as road racing. He has ridden a number of rather exotic machines, such as the Honda four.

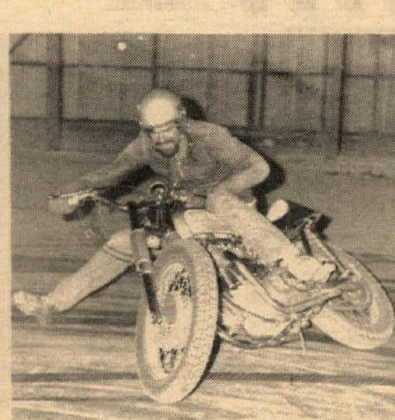
He holds track records at Laguna Seca, Cotati, Vacaville, and Willow Springs. He was first in the 500cc class in AFM events in 1964, and '65. Ron's most important asset to the team is his 91 mph lap at the Isle of Man Manx Grand Prix, on a Norton minus fairing. He is married, has one daughter, and sells motorcycles for a living.

Gordon Jennings is Cycle World's Technical Editor and will ride as team alternate. Should an accident remove one of the primary members, Gordon will fill the vacancy. In addition, Jennings will be the Team's chief technician. He maintained and raced a Yamaha TD-1 all through one and one-half seasons with success.

All the riders and machines will depart for London via Pan American Airways, May 28th, and then to the Island 80 miles from Liverpool, and virtually the same distances from Dublin and Glasgow. They will compete under the scrutiny of more than 150,000 British and foreign motorcycle enthusiasts, against British, Japanese, Italian, Czechoslovakian, Australian, African, New Zealand, Canadian, Swedish, West German, East German, French, Russian and Spanish riders.

Dr. D. O. Hutchins will accompany the team as physician, and Cycle World's publishers Joe and B. J. Parkhurst will go along as historians and advisors.

MORE FAVORITE RIDING PLACES



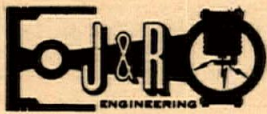
This department regrets having to do it, but this week we are forced to reveal the favorite secret riding place of Baron Clyde Charles Von Schazy. Looking for some more common place riding grounds, we discovered that all had been posted "off limits" to motorcycles. That left only Von Schazy's crazy place.

Santa Monica Warehouse

So far very few cycle bugs know of the grooviest indoor 1/6 mile concrete track since the Long Beach Arena. It is the floor of an abandoned warehouse located on Culver Boulevard near Lincoln in Culver City.

Clyde and others, including some 3/4 midget drivers, practice there unmolested (so far) but it may only be a short time before some promoter locks it up and charges admission, or the state seizes it for a pony park, but having, as we say, no alternative, we hesitantly reveal it anyway. Local taboos — be ready to act nice if the police arrive.

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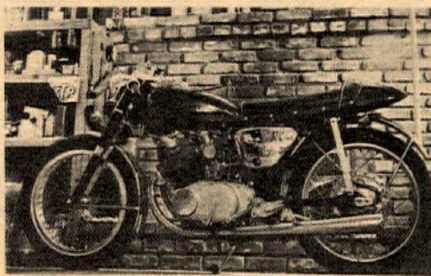
WANT ADS

Our Want Ads are open to anyone — Private parties, dealers, manufacturers, organizations, etc. CYCLE NEWS reserves the right to refund payment and reject ads which we find objectionable. To insert a Want Ad in this newspaper, simply write in 25 words or so what you want your ad to say, and mail it with \$2 to:

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LARRY HALEY COVERED THE LAST DESERT event and took action pictures. Were you there? If so, I may have a picture of you available in black and white or color. Look for the Cycle News truck at all desert events, watch for your riding number marked on an envelope hanging on the side of the truck, or contact me at P.O. Box 813, El Monte or call 444-3445. Club and group shots on request.

FOR SALE — '65 HONDA 90 racing engine, cam, ports, bigger carb., 99cc, more! 2 frames, extra engine for parts, many extras. \$245.00. Butch Holst, 14546 San Bruna Dr., La Mirada Calif., tele. (714) 521-7819.

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FOR SALE: 1964 Dot 250cc Desert machine—Ready to race — \$350.00. Red Thomas, call 674-5782 after six p.m.

FOR SALE — 1965 BULTACO "Motocross" new piston and rings — seals — primery and drive chain, new paint — \$575.00. Call 702-731-2760 bet. 7:00 and 10:00 p.m.

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FOR SALE — 1964 80cc Yamaha \$195.00. 1964 200cc Dot \$325.00 1965 Bul. Torque \$650.00. 1965 TT Bul. \$650.00. 1966 Bul. Pursang—available now with 3 gallon tank at C-B Motors, 1149 W. El Segundo, Gardena, Calif. Phone 756-1669.

LIQUIDATION SALE — New cotton Cobra Demo. and Marusho Demo. — Less than cost. Also Yamaha, Marusho, Montesa — Service — Parts for all makes Sundays 12 to 3 p.m. Phone: 805-495-5617, Gifford Eng'g., 1000 Oaks, California.

1965 YAMAHA ASCOT SCRAMBLER. Like new. Run only 7 times at Drags. Has never been beat. Call 714-885-2484. Ronald Kepler, 880 W. 2nd St., San Bernardino, Calif.

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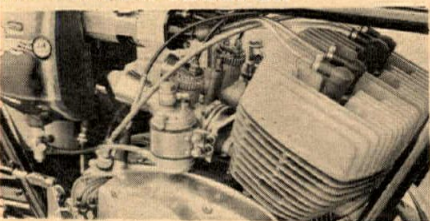
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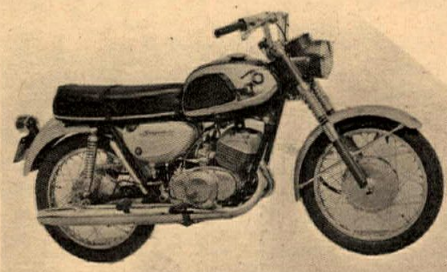
Paced by the screaming factory experimental, watercooled twin Suzuki of Haruo Koshino, California Suzuki riders loped to four consecutive class victories in the inaugural road races held at Riverside International Raceway



Sunday, May 22, 1966. It was a sample of days to come.

Koshino, Suzuki's America-

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